



Australian Model Railway Association

# JOURNAL

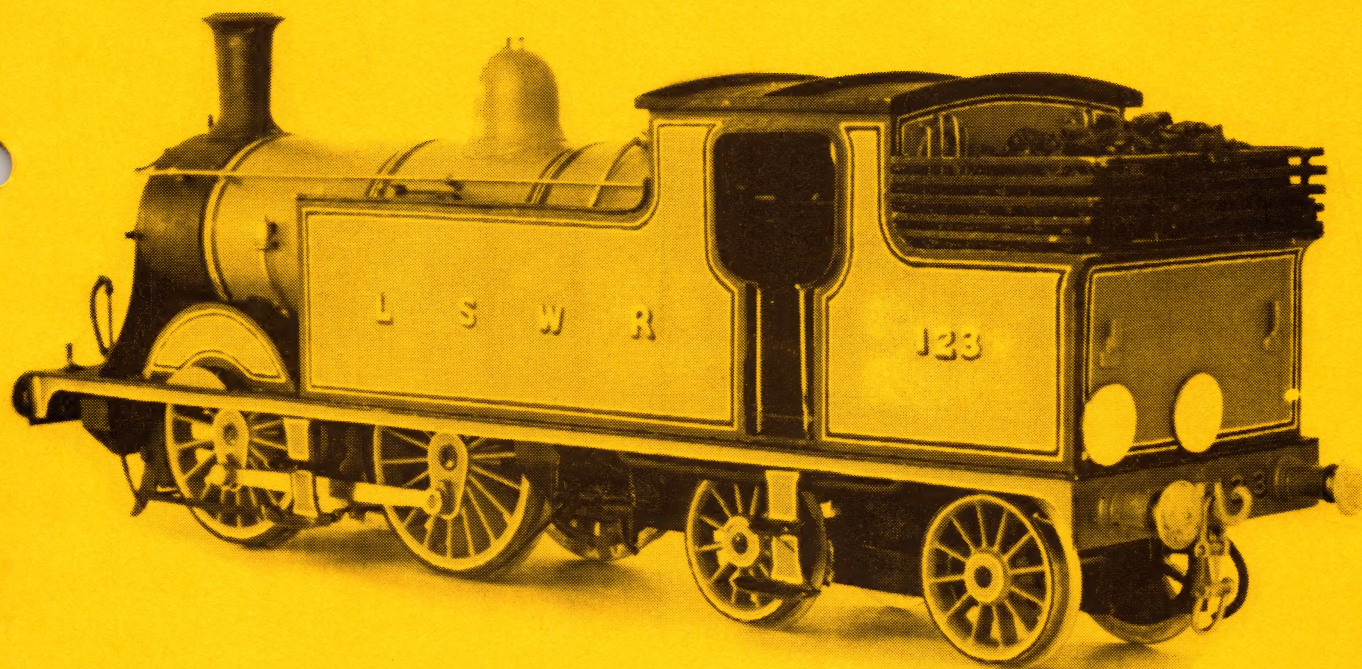
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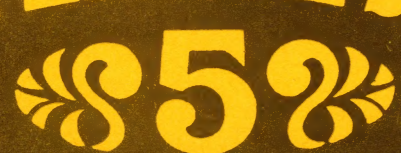
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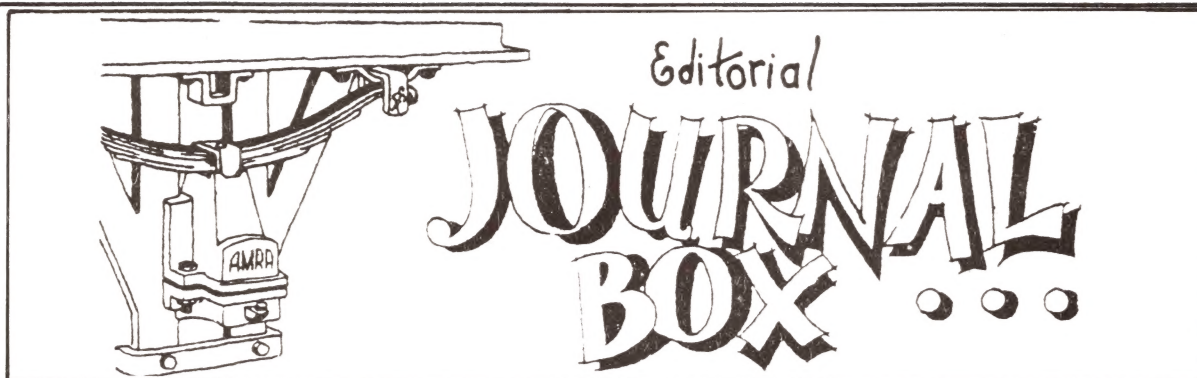


5 CARRINGTON ROAD  
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MODEL RAILWAY EQUIPMENT FOR ALL AGES







## EDITORIAL

I have previously written about the 'leave it to Jack' attitude that seems to be a part of every organisation, and the results of the ballot in Journal 159 seems to support this. Of our 700 or so members, about 100 voted, and the results are published in this issue. That makes about 85% of our members who 'left it to Jack', or else are quite content with the status quo. This seems to be about average, as I recall, Gordon received about the same proportion of replies to the questionnaire on Journal.

The excellent photos of models that have appeared in the various modelling competitions seems to indicate that there are many excellent modellers among our members. I believe that many more of our members would appreciate more 'how I built my ....' articles. Alternatively, many members have asked for more articles containing where to find that ....., or how to modify ....., a left handed screwdriver to make a down signal .... type article. Perhaps there are some members who could put pen to paper to help other members of our Association.

Leaving it to Jack will not help our members, but any sort of article, or filler, will help those members who are still looking for ideas. How about it, will you help?

Rex Little

Please do not send anything to me between 10th August and 6th September, as I will be enjoying my annual leave seeing a bit more of Australia.

Rex.

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## ON THE COVER

LSWR M7 Class 0-4-4t by Peter Betts

Photo by Jack Parker



# THE FEDERAL SCENE

## THE SECRETARY'S DESK

In this issue will be the subscription renewal form for 1985; it should be on coloured paper to more easily identify same, just in case you put it aside and not deal with it straight away.

Also, there will be the nomination form for a new committee. This is your chance to get a new committee, especially if you feel the present one has not abided by the rules.

The result of the recent ballot on State Representation on the COM should also be in this issue. The small number who bothered to return a ballot paper indicated that such representation would be OK, provided it costs them nothing. May be the numbers who did not vote is more indicative of their feelings about the matter.

There has been a helpful increase in the number of contributions to Journal, and we hope this will continue if we are to keep up with the present size of Journal.

One sees at exhibitions new methods and materials used in scenery for instance, and yet the word never seems to get around to the source of such materials; most often these have been made for an entirely different purpose, but has been spotted by some bright modeller and put to 'better' use, but many who do so are reluctant to spread the word through a magazine and share the news.

Putting thoughts and ideas into print is not an easy job for many we realise, and I would include myself in that category; putting off writing is far easier than doing it, and if what we read in our papers is anything to go by, with current trends in education, the art of writing will almost go by the board. Computers will not do the job by themselves. It has been stated on many occasions, that a command of the English language is still necessary for programmers. These clever machines can pick out and correct spelling mistakes, but, due to variations and a great range of words in our language, it is not foreseen that they will be the 'Shakespears' of the future.

Norm Read

## FROM THE PRESIDENT

Judging by comments made by members, the 'NEW STYLE' Journal has been well received by a vast majority. It is disappointing to note, however, that there is still a great reluctance on the part of some members to submit articles. Please give your State Sub-editor your support.

Since the end of September 1983, it has been my pleasure to visit exhibitions conducted by NSW, Victoria and Queensland Branches. Having visited the NSW and Victorian Branch exhibitions in previous years, it was very pleasing to see that the commercial stands and layouts on display had received that little extra to make them more attractive to the paying public and thus enhancing their interest.

This year was my first opportunity to visit the Queensland Branch Exhibition, their sixth, and feel I must congratulate one and all who participated on the presentation, which could not be faulted in any way. It is to be hoped that this standard can be maintained.

The highlight of my brief visit was the privilege of visiting the Queensland Branch Clubrooms. During their two year residence, the progress that has been made on the Branch layout was, to say the least, AN EYE OPENER. It would appear

the members of this Branch have 'BURNT THE MID-NIGHT OIL' in all facets of construction which includes a fully operational CTC panel. May I take this opportunity of thanking the members and ladies for the warm welcome I received.

Regretably, due to two factors, namely time and finance, I was unable to visit the WA Branch Exhibition held in June, and I trust that their efforts were accorded the success that they deserved.

In conclusion, I would like to take this opportunity to thank Tim Dunlop for filling the gap created by Gordon Duncan's untimely passing

Keith Wilcox

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### BALLOT - STATE REPRESENTATION ON FEDERAL COMMITTEE OF MANAGEMENT

The following is the result of the ballot on direct State Representation on the Federal COM circulated in Journal 159.

Q1 Would you be agreeable to such representation if conditions (a), (b) or (c) could be met?

Yes 57 No 24

or

Q2 That State Branches meet whatever costs are involved for their State member to attend?

Yes - 16 No 60

or

Q3 That annual subscriptions be increased to meet the costs of such representation?

Yes - 13 No - 66

or

Q4 You do not think that such representation is necessary.

Question 4 was very hard to determine an answer as there were many additional comments pointing out the ambiguity of the wording. I am sure that the general feeling of the members who responded can be gauged from the answers to the first three questions.

Question 1 indicates that the members feel that State representation is desirable; questions 2 and 3 indicate that the members do not want it if it involves additional expense for them.

D R Bennett  
Returning Officer





# 1984 QUEENSLAND BRANCH EXHIBITION

Our 1984 Exhibition had 34 stands and these represented a very good selection of traders, information stands and various types of railway modelling.

Attendance was lower than last year, with around 12 000 coming to visit. In 1983 you may remember it rained all weekend and we had TV News coverage on all TV stations on Saturday night. This year the weather was fine and no TV coverage was available - but we still did very well. The slight increase in adult admission made up any financial shortfall compared with last year.

Two other exhibitions were also held at the RNA grounds this year; these were a Ceramic show and a Hot Rod show - which may have helped us, yet parking was more difficult.

The AMRA exhibition was set out as in previous years, but with slightly wider aisles to prevent the sardine can look of last year. It worked out well, and 90% of the time the large pavilion was comfortably full of visitors.

The raffle this year was possible through the donations from LIMA Australia and Lionel Keen. Thank you to those involved in this fund raiser. The tickets were all sold out by Monday afternoon, and the first prize went to a young family on the Northside.

Many distinguished visitors were invited and attended the exhibition. Mr Mendoza, Commissioner for Railways, spent a few hours with us on Saturday night and showed great interest in all types of modelling - especially the local type.

Also, the Minister of Transport, Mr Lane, attended and stayed a fair bit longer than he first planned. Sir Llew Edwards also dropped in and enjoyed his stay.

Many country members were present - these included Ken and Wendy Edge-Williams and their three sons (one more than last time), Al Morgan, Terry Paton, Steve Suggit, Gordon Berry, Graham Morphett, plus more. Good to see them.

All in all, the Exhibition turned out very well, thanks to the general support of members and the work of the officers of the Branch in the months of preparation that led up to it.

Details of exhibits in brief.

## STAND

1 Queensland Society of Model and Experimental Engineers. A large group of live steam locos in 2½, 3½, 5 and 7½" gauges, plus other models.

2 ARHS Queensland Division. This Society had its usual stand with souvenirs and books on sale.

3 Toy and Novelty Wholesalers - a trade stand catering for general modellers.

4 All Gauge Model Railway Club - this Club exhibited three layouts - a medium sized N gauge layout - mainly European, an HOn2½ layout of coffee table size and a new display in HO scale modelling a wild west US scene - with special effects showing night and day operation.

5 Hornby Collectors Association - various O and OO gauge models - working and static - many over 50 years old.

6 Karl Marten - Model Railway supplies - mainly for the European enthusiast. Bill Webb was at this stand during the show.

7 A McDonald - an N scale layout of European flavour. This display was totally mounted on a normal car trailer.

8 Railway Modellers of Queensland (SCMRA) - this group displayed their HO circle layout using mostly HO Australian rolling stock.

9 Neil Johnman - his 16.5 mm double track layout with spiral ran only QR Sn3½ this year and was

quite popular.

10 K Leach - this large N scale layout modelled western USA with s.p. lines and AMTRACK.

11 Don Carlsson - a large Australian HO layout with a wide range of equipment.

12 Finden Park, Kirby and Rye - a fine OO English layout with the three stations made by David and Paul Jenkins, plus Des Tritton.

13 G Padget - an N scale layout of small size, yet quite complex, with three main line and a branch.

14 AMRA Queensland Branch - a large display of working and static displays of various types of railway modelling. This included the Vallhalla HOn2½ layout, Suggit's Siding shunting puzzle, the bike wheel layout, Cake tin tramway, and Jim Fainges and Robert Main doing structure connection. Thanks to all those who assisted here.

15 Scenery construction display by John Hill - always very popular.

16 Canteen - as usual, a very popular stand. Thank you to all members, ladies and friends who helped out in this area.

17 The Hobby Warehouse - a trade stand for most types of railway modelling.

18 The Black Stump Layout - P Kelly. A three-level, three-oval layout. Home of the Flying Banana seen at our first exhibition.

19 Model Railway Group - North East Traction - a nostalgic look at the heyday of the tram.

20 Fantasy in Z - showing the features of this scale using track only 6.5 mm apart.

21 Tom Carter - an HO/OO English layout with some O gauge American brass locos on display.

22 CRAFTON - based on Grafton, northern NSW, by Rodney James who is well known to many Queensland Branch members - although he's a NSW Branch member. This large fine scale HO NSW layout was of great interest to NSW modellers. The large station, loco depot and goods yards with a multitude of weathered brass locos was quite a sight.

23 Casula Hobbies - a trade stand catering for the Australian modeller and general items, plus enthusiast books.

24 Mole Hill - an OO gauge layout of compact design with many fine scale kit built items - mostly LMS.

25 Cane Tramways of Queensland by Chris Malone - modelled in O scale (7 mm/1 foot) or On2 (loosely speaking) or On2½ (to be correct) or O-16.5 (as the English call it), running on 16.5 mm HO/OO track. Featured a range of scratchbuilt/converted locos of steam and diesel types using HO/OO mechs. A detailed 'junction depot' and lift bridge of the type used at Nambour was included.

26 Early British Rail - a small OO layout with fine detail.

27 Lake View Station by Ron Everyingham - similar yet smaller to his famous Quinton River layout. Freelance OO/QR rolling stock with good scenery and building detail.

28 Wellington - Jim Christie and friends. A fine HO NSW layout of high standard. Many types of rolling stock were in use and very realistically done.

29 D Batch - a small and simple N gauge layout.

30 N Trak - a modular N scale layout mostly of American type. Many new sections were in this year. 100-car trains with two or three mallets with sound were not an uncommon sight on this layout.

31 J and J Hobbies - caters for American modeller in N and HO.

32 The Queensland Pioneer Steam Railway Co-Op Limited - this group operates an ex QR PB15 No



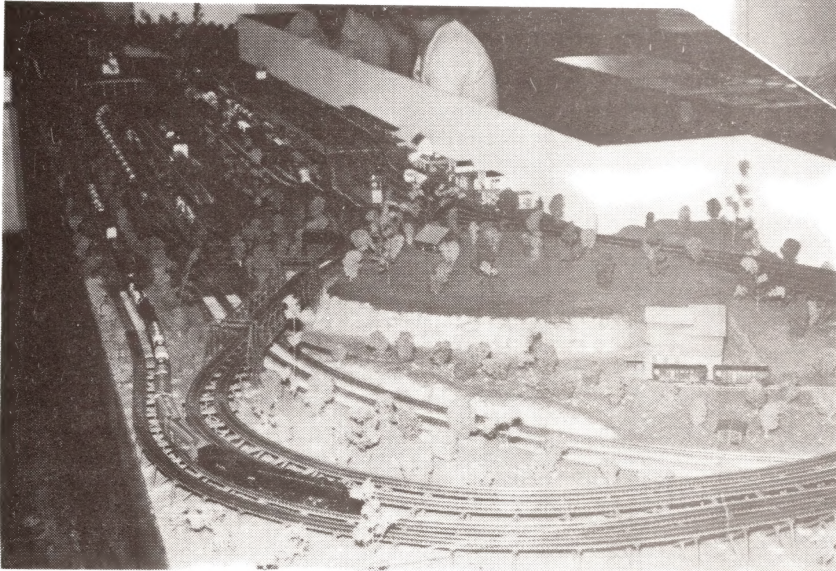
448 around Swanbank on the first weekend of the month from September to June.

33 Import Hobbies - a trade stand for the Australian prototype modeller.

34 The Australian Narrow Gauge Museum Society - a book and information stand with an Sn2 cane tram layout included. This group is establishing a working cane tram museum at Woodford near Caboolture Operates first and third Sunday each month

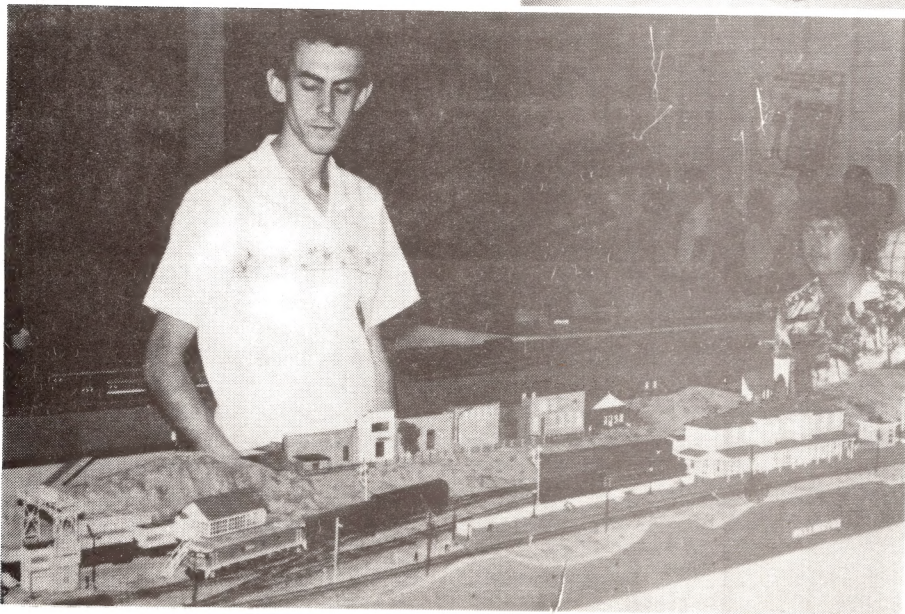
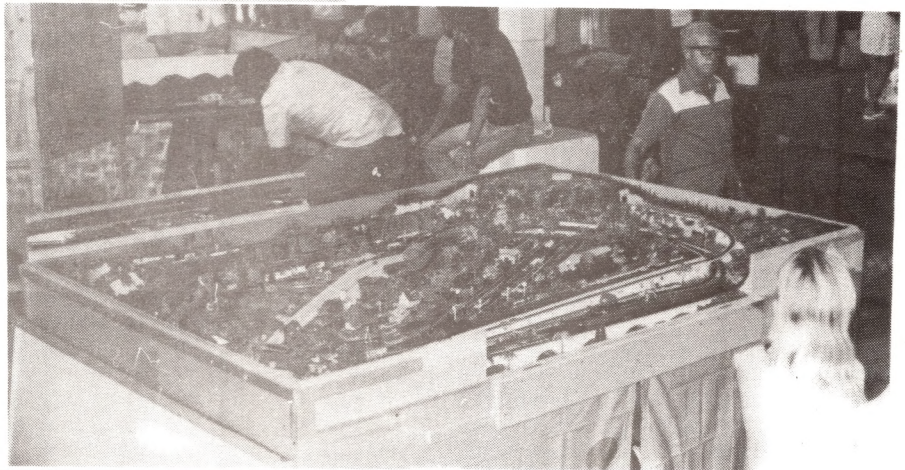
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Peter Sanderson of Ballina, NSW, helps out with ticket sales.



stand 30 part of the massive N Trak display. A Y6B Mallet works a goods train

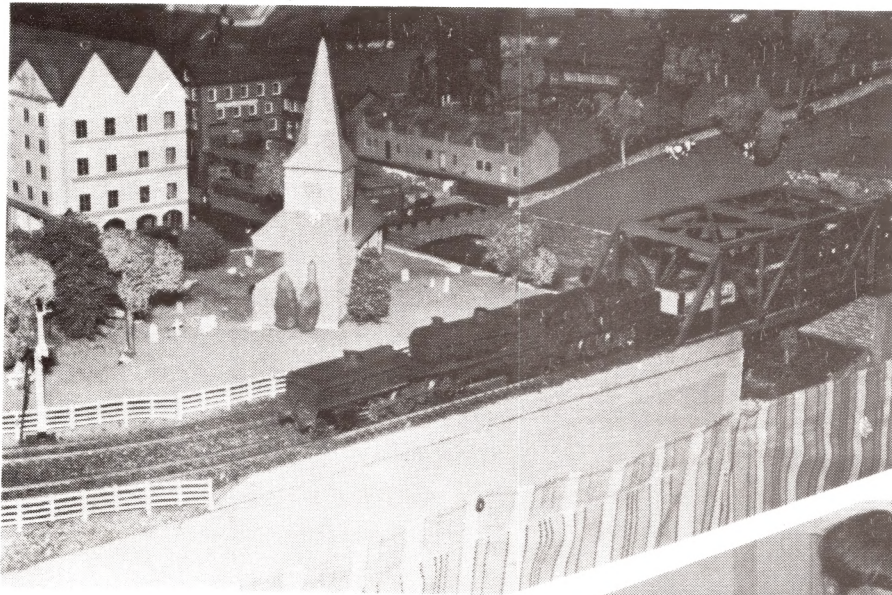
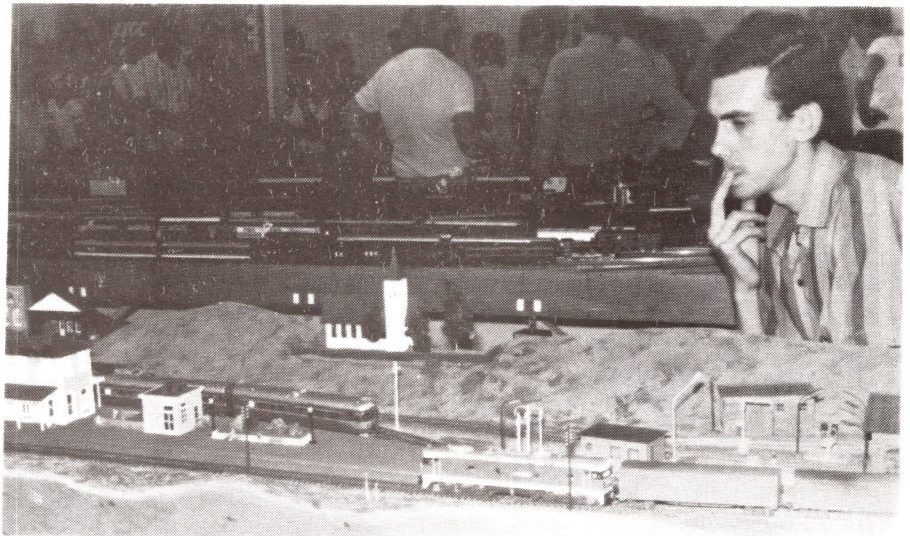
Stand 7 a 6" x 4" N gauge layout by A McDonald mounted completely on a normal trailer



Stand 28 A McLaughlan and G Ward operate HO NSW layout 'Wellington'



Stand 28 - 'Wellington' by Jim Christie. An HO NSW layout of high standard. NSW member Anthony McLaughlan pulls the Jumbo into the platform.



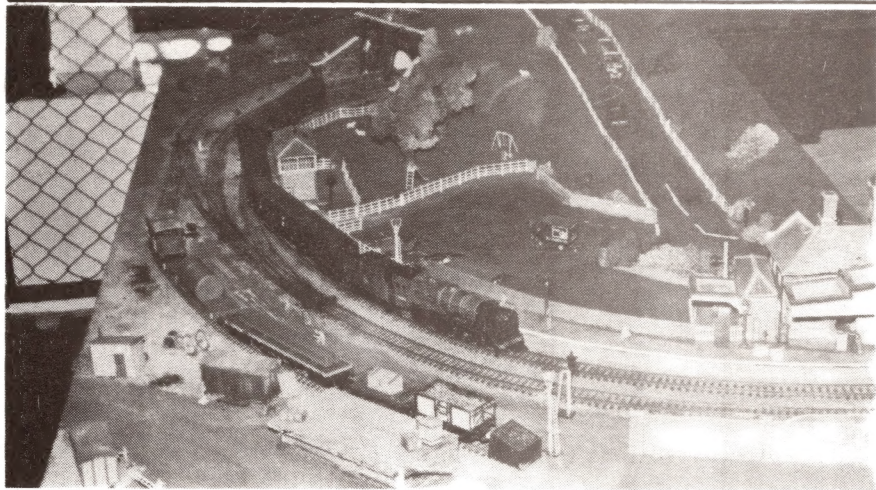
Stand 24 - an LMS Garratt works a goods train on the OO scale Mole Hill layout.

Stand 14 - part of the AMRA Queensland Branch display. Graham Morphet operates Suggit's siding shunting puzzle.



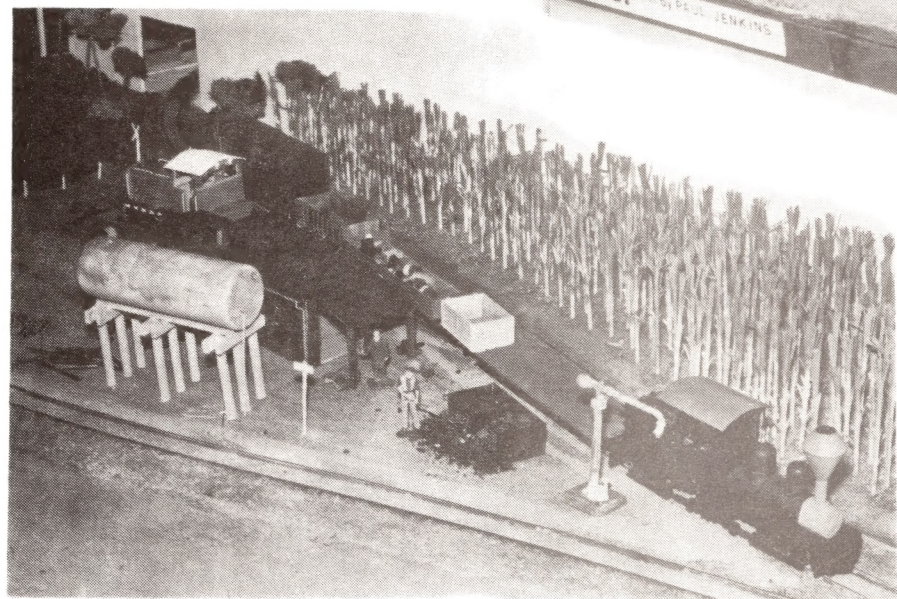
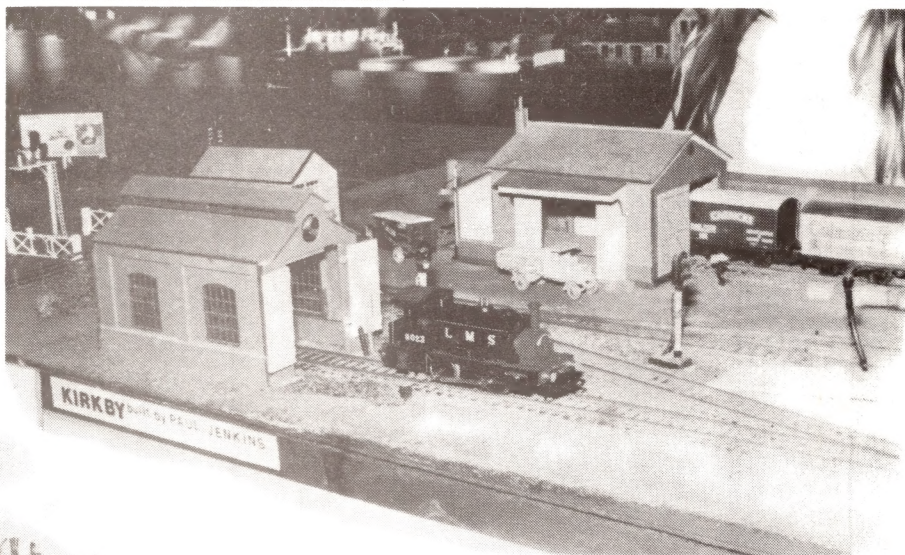
Stand 4 - All Gauge Model Railway Club. A scene from their HO $2\frac{1}{2}$  layout.





Stand 12 - a scene from the Finden Park, Kirby and Rye 00 scale layout.

Stand 11 - a scene from Finden Park, Kirby and Rye 00 scale layout.



Stand 25 - a scene from Chris Malone's On2 'Cane Tramways of Queensland' layout. Here, Shay 'Mapleton' works a goods train through the depot.

Stand 27 - Lakeview Station by Ron Everyingham. A well detailed 00/QR shunting layout.





# RAILWAY INFLATION!

by Graeme Nitz

I recently came across some old Victorian Railways' documents, among which was a list of some locomotives and rolling stock with their original construction cost. I found this fascinating as it gives one an idea as to the costs of running a railroad at about the turn of the century. When reading this article, keep in mind that a modern diesel costs over one million dollars.

CLASS	COST £	BUILDER	DATE	COMMENTS
A (old)	3 211	Beyer Peacock	1884	
A (new)	4 289	Phoenix Foundry	1889-91	
AA	4 684	" "	1900-03	
C	10 089	Newport Workshops	1918	No 1
C	12 839	" "	1922	Nos 2-11
C	12 204	" "	1924	Nos 12-21
C	12 690	" "	1927	Nos 22-26
A2	4 459	" "	1907-11	No 572
A2	4 100	" "	" "	Nos 574-730 - even numbers only
A2	3 734	" "	" "	Nos 752-770 - " " "
A2	3 848	" "	" "	Nos 798-816 - " " "
A2	4 002	" "	" "	Nos 818-836 - " " "
A2	4 225	" "	" "	Nos 799-847 - odd " "
D	3 303	Phoenix Foundry	1887-88	
F (motor)	3 837	" "	1879-80	
F	3 113	Beyer Peacock	1874	No 98 - pattern engine
F	2 934	Phoenix Foundry	1876-79	Nos 126-144 - even numbers only
F	3 318	" "	" "	Nos 166 and 168
F	3 593	" "	" "	No 170
ME	2 692	Beyer Peacock	1879	No 40
O	3 343	" "	1872	Nos 67 and 69
O	3 366	" "	1879	Nos 145, 147 and 149
O	4 124	Williamstown Workshops	1881	No 129
O	4 162	Phoenix Foundry	1878-79	Nos 131-193 - odd numbers only
R (old)	3 271	Beyer Peacock	1879	No 151 - pattern engine
T	3 182	" "	1874	No 125 - pattern engine
T	3 543	Phoenix Foundry	1884-85	Nos 249-283 - odd numbers only
V	4 803	" "	1901-02	
C (old)	3 285	Robinson Bros	1880	No 294
H (old)	3 354	Phoenix Foundry	1878	No 158
Unclassed	3 870	Williamstown Workshops	1873	Nos 103 and 105
"	3 840	" "	1872	No 100
WORKING CRANES				
30 ton	3 620	Newport Workshops	1911	No 5
10 ton	2 441	" "	1912	No 6
STATE CARS				
2 and 3	2 832	" "	1901	
PARLOUR CARS				
Yarra and Murray	3 822	" "	1906	
CE	2 286	Adelaide Workshops	1907	Nos 5 and 6
CE	1 368	Newport Workshops	1909	Nos 7-16
CE	1 203	" "	1911	Nos 17-25
CE	3 848	" "	1924	Nos 28-37
D	1 252	" "	1907	No 2
AV	1 710	" "	1897-99	
BV	1 445	" "	1898-99	
V AND SAR JOINT STOCK				
Loddon, Glenelg, Finnis, Torrens	4 619	" "	1907-11	
Onkaparinga and Barwon	3 473	" "	" "	
AE	3 271	Adelaide Workshops	1906-07	Nos 5-10
BE	3 696	" "	" "	Nos 5-10

\*\*\*\*\*

## AROUND THE TRACKS

### FEWER Xs

With the news of Westrail being ready to withdraw the X class locomotives X1005 'Meananger', X1031 'Yauere' and XA1415 'Wurara', this will leave only 16 survivors from the original fleet of 48 locomotives first introduced in 1954. As the X class is run down, more A class locomotives

are being used more frequently on the Australind services.

So, why not go out and take some photographs of the Xs before it is too late? Remember those shots of steam that you wish you had taken, and now regret missing!

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## ADVERTISING ON VICTORIAN VANS

Recent articles in AMRM seem to have created interest in vans with advertising. These photographs were taken at the 1984 Ballarat exhibition. All were featured on the Corio Model Railway Club layout, with the exception of the Victorian Inland Meat Authority van which was on the Branch's Model-rail layout.

Photos by Roger Lloyd

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# SAVING ON FLEXIBLE TRACK

by Manfred Ebinger

I have noticed that the price of flexible track is rapidly approaching the \$4 mark. When you have a shed 25 x 10 to fill with trackwork, that's a very large capital investment. So with an impending marriage and its associated budgeting problems, a way of reducing the cost had to be found.

After studying various model railway magazines, an idea came to me, with more benefits than just cheaper trackwork. The method used requires that the track produced be used in tunnels and hidden sidings, but this is entirely up to the person constructing the layout. I still intend to use flexible track on open stretches and station areas. My proposed layout calls for a lot of hidden trackwork and a large number of storage sidings, hence the need for a method of producing low cost trackwork.

Having gone to the local hobby shop and purchased several lengths of rail (i.e. lengths of track without the plastic sleeper base) and a packet of PCB (printed circuit board) sleeper. Actually, if you want rail lengths, any old used flexible track will do, as you only need the rail, it doesn't matter if the sleeper base is damaged.

I got hold of a piece of timber a little bit longer than the lengths of rail (which are usually 3' in length) and drew a straight line down the length of the timber. Next a sheet of thin aluminium was cut up into pieces of approximately 4" x  $\frac{1}{2}$ ". I used aluminium because it is very hard to get solder to stick to it. The aluminium must be thinner than the PCB sleepers.

Using the line on the timber as a guide, place a sleeper across the timber as in the diagram. Put an aluminium strip up against the sleeper and screw it to the timber. Place another sleeper against the aluminium strip and put another aluminium strip next to the sleeper and screw it down; keep doing this until you reach the end of the timber. What you should have is a row of aluminium strips with just enough space for the sleepers to fit in between them. To stop the lengths of rail and sleepers moving about when you solder them together, a series of nails are hammered in to the timber as in the diagram. The nails should have the heads cut off, or you may have trouble getting the finished product out of the jig.

The nails will hold the first length of track in position while it is being soldered to the sleepers. By using a track gauge, the second length of track is soldered into place on the sleepers. I used the AMRA track gauge, as it tends to hold the track firmly in place and gauge while it is being soldered.

Even if you have never used a soldering iron before, with a little practice it is quite easy to do; a length of track can be produced in only a few minutes. Remember one thing - you are a member of a large organisation, all you have to do is ask one of the more experienced members for some advice, help, or even to show you how it is done, never be afraid to ask!

The jig is great for straight track, but what about curves? Well, they can be made from the same jig as the straight track. The main problem with most layouts is the number of sharp curves on them. Now when designing a layout, I usually keep the sharp curves in tunnels and generally out of sight. One great disadvantage with flexible track, is that the sharper you make the curve, the narrower the track gauge becomes. Therefore, 16.5 mm gauge flexible track can become as narrow as 15 mm in gauge, depending on the brand. That is usually why trains will derail in those hard to get at places in tunnels and not on the gentler curves of easy to reach open trackwork.

Using the jig as before, solder only one length of rail to the sleepers, then remove the track from the jig and fix into position on the layout. Using the track gauge, solder the other rail into position, and, hey presto, you have a sharp curve which is perfectly in gauge and should give trouble free running. Depending on how sharp the curve is, you could even widen the gauge to 17 mm, especially if you run a lot of long wheel based locos with little or no side-play in the wheels.

There you have it, 'THE IDEA', not necessarily the way to do it, as each person can achieve the same result by using slightly different methods, depending on personal preference.

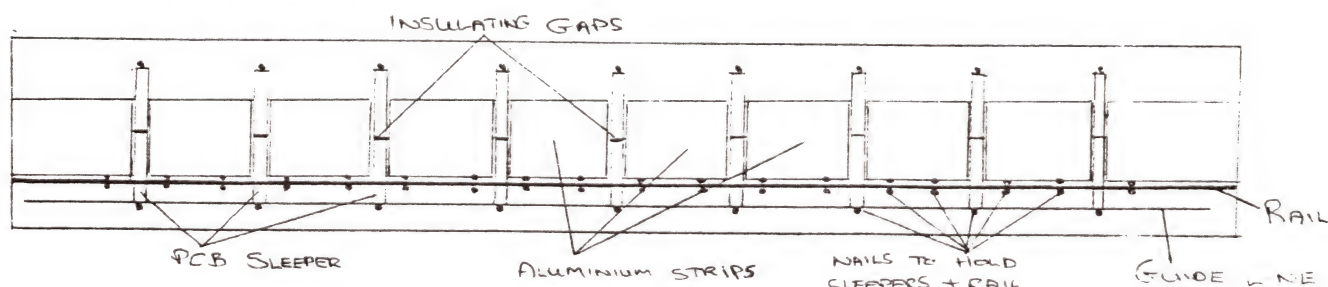
I have, no doubt, lost a few of those who are new to the hobby. As I have said and done myself, don't be afraid to ask, as there will always be someone who has done something similar.

PS One thing that I have forgotten to tell you is to remember to cut a gap in the copper between the rails on the PCB sleepers or you will get a short circuit when you connect the track up to the power pack.

\*\*\*\*\*



GAUGE HOLDS SECOND RAIL IN PLACE WHILE IT IS SOLDERED TO THE PCB SLEEPER





# MODELLING IN Sn3<sup>1</sup>/<sub>2</sub>

## Sn3<sup>1</sup>/<sub>2</sub> IN WESTERN AUSTRALIA

by Graham Watson

### NEW BOOK

A major problem in modelling the WAGR in any scale is the dearth of written information, as the history of the system remains mainly unwritten. However, a new book published by the West Australian Division of the ARHS will go a long way to alleviate this problem.

The book is entitled 'A History of WAGR Steam Locomotives', written and researched by Adrian Gunzburg.

The book describes, in detail, every class of WAGR steam locomotive, from the beginning of the system in 1874 until the end of steam operation in 1972.

The locomotive classes are presented in chronological order, together with a background outline of the formation of the WAGR network as part of the development of the State.

Other features of the book include the following:

156 pages, A4 size (297 x 210 mm or 11 x 8<sup>1</sup>/<sub>2</sub> in), on high quality art paper.

167 black and white photographs - the majority never published previously.

Hardbound - with colour photographs on front and back covers.

Full history of each class, together with in-service, withdrawal dates, etc, for each locomotive.

Outline diagrams of every locomotive class, plus dimensions and data.

Outline diagrams and details of many locomotives proposed, but not built.

Full references to all sources of information.

The cost of this impressive book is \$22.50, plus \$4.60 postage, and is available from the Bassendean Rail Transport Museum, or by writing to -

'Loco Book' ARHS

Box S1319 GPO

PERTH WA 6001

\*\*\*\*\*

In a previous issue of this column, I mentioned the locos that ran on the 'Bindiup' layout at the 1984 Exhibition.

A constantly asked question by onlookers was 'what mechanism powered the locos?'. As locos are of prime interest to most modellers, the answer to this question might be of interest to all those who aspire to model in Sn3<sup>1</sup>/<sub>2</sub>.

Below is a list of the locomotives owned by members of the York group, and the type of mechanism used.

1 PM class (4-6-2) by Richard Stallard - originally used the chassis from a Mehanotenika USRA light pacific, but since has been fitted with a scratchbuilt chassis and can motor.

2 N class (4-4-4)	) All by Lynton Englund
3 F class (4-8-0)	) These locos have
4 MSA class (2-6-0 0-6-2)	) scratchbuilt chassis
5 G class (4-6-0)	) using a variety of
	) motors

6 P class by Lynton Englund. This loco utilises the chassis from a Mehanotenika USRA light pacific.

7 Z class (0-6-0 DM) by Simon Mead. A slightly modified 'Mainline' 03 class Drewry loco chassis powers this loco.



Y class No. 1114 runs light engine back to York along the Bruce Rock - York branch line. Just south-east of York it is forced to cross the muddy waters of the Avon River.

\*\*\*\*\*

8 P class by Graham Watson. This loco is another powered by the Mehanotenika USRA light pacific chassis.

9 Y class (Bo-Bo) by Gavin Stallard. This shunting loco is powered by a pair of Tenshodo spuds with scratchbuilt side side frames added to them.

Despite quite a deal of investigation, we have found very few proprietary chassis that would be suitable to power a WAGR loco in Sn3<sup>1</sup>/<sub>2</sub>; however, allowing for some compromises, the following proprietary chassis could be utilised:

- 1 The Lima USRA light Mikado for a V class.
- 2 The Lima BR 08 diesel for a B class.
- 3 The Airfix class 31 diesel (Bogies only) for an F class.
- 4 The Lima 44 class (Bogies only) for an ADF class.
- 5 The Athearn DD40 (Bogies only) for an X class.
- 6 The Tenshodo Spuds. These units could power a number of diesel locos, but all would need a third axle and scratchbuilt bogies side frames.

As can be seen, the list is not very long, but constructing the above locos would keep even the most productive modeller busy for quite a while. If any of the readers of this column (if there are any) knows of any other suitable proprietary chassis, I would appreciate hearing from them.

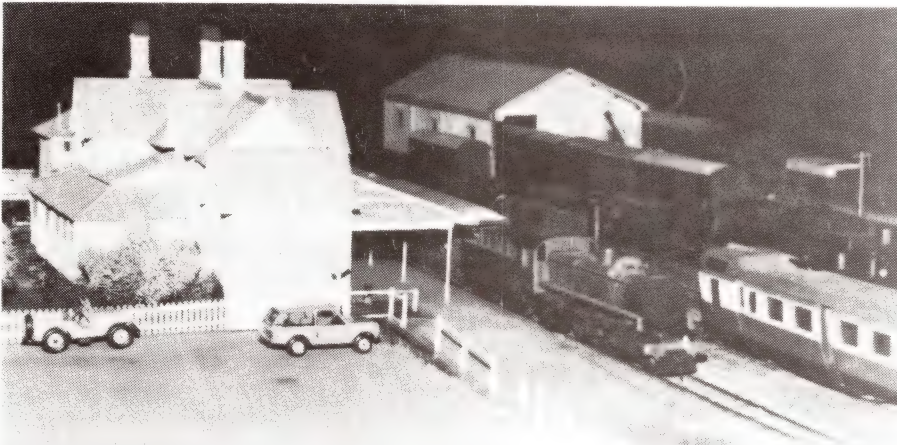
In a previous edition of this column, I made mention of the excellent wheels produced by the New Zealand firm of North Yard. Not only do they produce 12 mm wagon wheels to RP 25 profiles,



but also loco wheels, both drivers and bogie wheels, axles and crank pins. Recently I purchased, direct from North Yard, a range of the products listed above. Not only can such items be paid for by Bankcard, but the favourable exchange rate more than compensated for the postage charges and Australian sales tax. The elapsed time between mailing the order and receiving the goods was just under two weeks, which was most satisfactory. In fact, some items ordered from a Sydney model shop, mailed on the same day also arrived on the same day as the goods from New Zealand! If the management of Journal could encourage North Yard to run an advertisement in the Journal, I'm sure it will be appreciated by Sn3½ modellers.

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Sn3½ was represented at the recent Perth Model Railway Exhibition by my layout 'Bindiup'. Early in the year it was decided not to exhibit the York layout until it was finished. However, we were anxious to have Sn3½ represented, so it was decided to work full steam ahead on my then unnamed layout to have it ready by the beginning of June. The members of the York group worked every Sunday, and some week nights on the layout, and their efforts were rewarded by a very presentable layout with some very fine structures and scenery which was easily recognisable as representative of the south west of this State.



A busy moment at York has forced the Governor class railcar to wait on the loop while the PM class loco draws its train along the main line.

#### SN3½ IN QUEENSLAND

This year at the Queensland Branch Model Railway Exhibition, the Sn3½ scale represented the work of nine modellers in this scale; the highest number for many years.

Hundreds of items of rolling stock were available for use, and, unfortunately, only one layout was available. This was Neil Johnman's 16.5 mm double track layout which features a double tracked

At the Exhibition the layout was stocked with locos and rolling stock owned by the members of the group, which included three locos which were displayed in public for the first time. The loco roster was made up from - G class 4-6-0, F class 4-8-0, P class 4-6-2, PM class 4-6-2, MSA class 2-6-0-0-6-2, N class 4-4-4, Z class diesel 0-6-0, Y class B0-B0 and a 'Governor' class railcar. Between the six members of the group, there was far more rolling stock than could be used on the layout, as the total must now be approaching 100 items.

We took the opportunity at the Exhibition of getting modellers interested in modelling the WAGR in Sn3½ to fill in our 'Registration of Interest' form, and these added to the response generated by the photos and comments in the last two AMRMs, and has resulted in a list of about 30 people, which is very encouraging. If you would like to register your interest in WAGR in Sn3½, send a stamped self-addressed envelope to -

G Watson

4 Albemarle Way

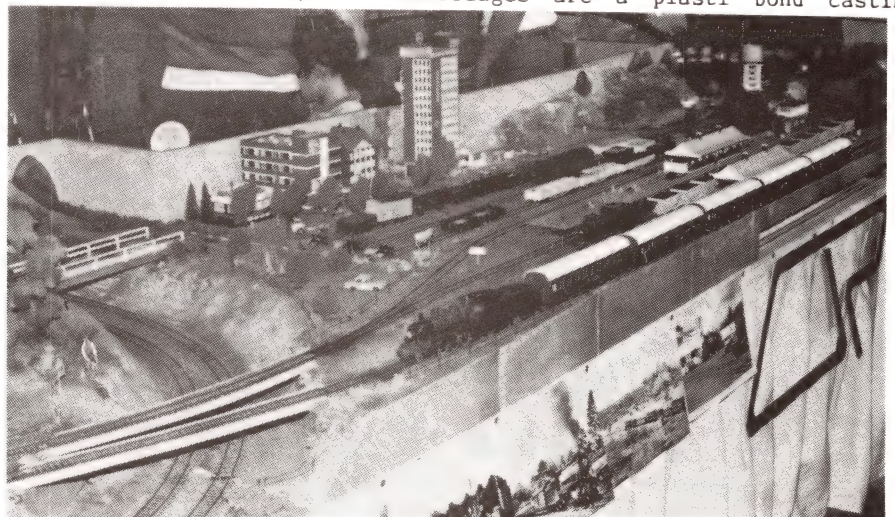
HIGH WYCOMBE WA 6057

The editorial crew from AMRM, led by the indefatigable Bob Gallagher, flew in from Sydney for the Exhibition and took the opportunity to photograph the 'York' and 'Bindiup' layouts, so we can look forward to articles on these layouts appearing in future issues of AMRM.

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spiral. A loco depot with turntable was completed for this year and was always bursting with locomotives. Neil's layout was at first an HO Australian one with Sn3½ clearances, and the sharp curves and short loops caused some minor problems; however, everything went very well at the Exhibition - generally speaking.

The accompanying photo shows a general view of the layout with a BB18½ (Lima C38) on a sunshine set; the carriages are a plasti bond casting



Sn3½ at the Queensland Branch Model Railway Exhibition - May 1984.



with window glass moulded in. The masters for these cars were done by R T Blodkin who also moulded the roofs from 0.020" styrene, done as directed by his article in a recent Journal.

Some of the younger 'new' modellers in this scale were keen to see their new locos at work - Tony had his Bl6½ 2-6-2 steam loco No 204; Russell had his DH B+B diesel hydraulic shunter, while Paul had his 1200 class diesel electric loco No 1208 in action too. The Bl6½ was of great interest to some of the old timers who knew the unusual

ways of this loco. While the 1200 class was popular on the air conditioned set of carriages. Hopefully Tony and Paul will describe their modelling methods in a future Journal.

The Commissioner for Railways and the Minister for Transport took a deal of interest in the modelling, and were keen to meet some of the modellers in person. Glen Wright was running his 1450 class and coal train during the Commissioner's visit and the Commissioner commented that soon guards' vans will no longer be required - something less to make!

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## IMPROVING THE MAINLINE N2 LOCO MECHANISM

by W M Secker

At long last the latest version of 'Mainlines N2 LNER loco has become available here in Australia. The model liveried as the preserved 4744 looks absolutely splendid. However, the running qualities of its mechanism are in inverse proportion.

When put on the track the loco swings to and fro like a drunk, and the loud thumping noise suggests severe out of quarter problems. After investigating several mechanisms, I finally found the real reason. The coupling rods are too long.

When you remove the coupling rods and place them over the wheel centres with the wheels in the chassis, you will see what I mean. The easiest solution to this problem is simply to elongate the crank pin holes in order to provide sufficient play and so stop the wheels from being pushed out of line.

For those of you who are not too experienced in pulling mechanisms apart, I shall describe the method.

### STEP 1

Unscrew the rear pony truck. Undo the three philips head screws, remove the body and store in a safe place. Next remove the nylon keeper plate and the six driving wheels will fall out.

### STEP 2

Although the crankpins have a hexagonal head, they are not screws. They are a press-fit pin that must be pushed out from the back of the wheel with a fine blunt instrument. Your own ingenuity will have to guide you here.

### STEP 3

With the coupling rods removed, check the wheels for quarter. While you have the mech

in pieces, you might as well go the whole way and adjust the back to back distance to AMRA or NMRA standards.

Put four (4) fibre washers (Peco) on the front axle (cut on an angle). Two washers on either side between the frame and the wheels to reduce side play. Readjust the gear wheel on the rear axle so that it does not rub against the side of the idler gear. Put one washer on either side between the frame and the wheels.

### STEP 4

With a fine file, remove the burrs from around the crankpin holes in the coupling rods. I rather prefer the true and tried method of using a solid coupling rod for this type of mechanism so I superglued the two halves together. Push the long half on a round toothpick, apply superglue (e.g. Network) and push the short half against it. Line up on a straight surface. Ensure you offer up the correct halves and correct holes to each other. Oil pots uppermost, etc. Do a dry run.

### STEP 5

Once the glue has set thoroughly, use a round needle file to enlarge the centre hole by 0.4 mm. Then elongate the outer holes inwards by about 0.5 mm. Remove any burrs.

### STEP 6

Reassemble the wheels and coupling rods. Make sure everything is the right way around. It is easy to make a mistake. I have done it. Slide the wheels into the frame without mangling the pick up springs.

If you have done everything correctly, the mechanism will run a whole lot better. I have treated three mechs in the above fashion and all have responded favourably.

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## BOOK REVIEWS

Great Western Branch Lines - 1955-1965

C J Gammell

Oxford Publishing Company

SBN 902888 52 8

pp 104 280 x 224 mm £ 5.50

The title is somewhat of a misnomer, the 'Great Western' having disappeared with the nationalisation of the railways in 1948. The book is a pictorial record of some ex-Great Western branch lines with the photographs having been taken between 1955 and 1965 generally. There are 171 plates, each with an informative caption, arranged to cover areas loosely based on the County groupings.

While trains appear in a large number of the photographs, the value of this book is in the detail to be seen both within and without the railway boundary.

An Historical Survey of Selected Great Western Stations

R H Clark

Oxford Publishing Company

Volume 2 SBN 860930 15 7

pp 204 £ 7.95

Volume 3 SBN 86093 111 0

pp 224 £ 9.90

280 x 224 mm

These two books follow the same format as Volume 1, giving brief historical details of each station, together with the station track plan and a list of further reading for more information on each station. Where available, signal box diagrams, track plans at various dates, showing alterations, and a photograph or two are included. If you want an accurate track plan of a particular station, or just to get ideas for your next layout, these books are for you.

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## The Great Western at Swindon Works

Alan S Peck  
Oxford Publishing Company  
ISBN 0-86093-177-3  
pp 278 280 x 224 mm £ 12.95

Alan Peck, to quote the information on the dust cover of this book, is a fourth generation railwayman. He joined the GWR as an apprentice in 1936, served the railway for 43 years, the vast majority of them at Swindon, and about half in senior management.

The book traces the history of the railway passing through the Wiltshire countryside, the decision to build the now famous works at what is now Swindon, the growth of the railway works, the town and the community. The Company, and particularly the senior management in the early days, looked after their employees in an autocratic and paternalistic way, they were highly qualified, distinguished engineers, and honourable gentlemen, involved in every aspect of life in the town.

It is extremely readable, giving a fascinating insight into life over the past 140 or so years. Our present senior management and union executives could learn a great deal about human nature and getting people to perform at their best.

No one interested in the Great Western should be without this work.

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Private Owner Wagons from the Gloucester Railway  
Carriage and Wagon Company Ltd  
Compiled by Keith Montague  
Oxford Publishing Company  
SBN 86093 124 2  
pp 182 280 x 224 mm £ 9.90

The first few pages of this book are taken up with a very interesting, and concise, history of the Company. This is followed by a listing of each wagon described in the book, in alphabetical order of town. There are photographs and brief descriptions of some 665 different wagons, enough to keep the average model wagon builder busy for the rest of his modelling days. No need now to have your wagons in the wrong livery, or with the wrong numbers. Accidents can also have their uses; a photograph in the Appendix, taken after an accident, is used to show the under-frame details. The Appendix also shows a number of examples of the wagon drawings which are available through the BR/OPC Joint Venture.

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Dear Editor

It seems a shame that out of 600+ AMRA members, only 154 replies were received to the questionnaire. It appears that apathy isn't confined to the Victorian Branch. Nominations for the Victorian COM closed at the May meeting - and as has happened since I became a member (three years), sufficient nominations were received to fill vacant positions, with a vote being superfluous as there wasn't a need for an election. There are, I think, three reasons for this failure of members to nominate.

- 1 Members couldn't care less who is on the COM, so long as there is one.
- 2 Members don't want to become involved in the politics of a model railway club, and are happy with the present COM.
- 3 Members would like to be on the COM, but aren't sure of what to do or what the respon-

sibilities are.

Reason (1) speaks for itself. I feel that someone who is, or has been a COM member could speak on the subject to clear up any apprehension or misgivings members may have.

Speaking of COMs, perhaps what our esteemed Federal President says in Journal 160 would be of interest to the WA Branch. For obvious reasons, the two WA nominations for Federal COM had to be refused, so the two gentlemen concerned now have the opportunity of not only being part of Federal, but actually being Federal.

Victorian Branch runs modelling and photographic competitions in conjunction with monthly meetings. One type of competition, in my view the most important, is the Fybren Models competition for an Australian produced kit. It appears that apathy has struck again. In the first two bi-monthly competitions, three entries were received for judging. In the other four, two entries. Surely there are more than three AMRA members who build Australian kits. There are two reasons why I submitted an entry in all six competitions. Firstly, I like competing, and it gives me great satisfaction to see my simple efforts being judged along with other competitors. I was fortunate enough to win one out of six, and to score within two or three points of the other entry in the other five. Winning that one competition told me that my efforts are not bad, but getting better. Secondly, it has improved my modelling immensely (people who saw my first few abominations would, no doubt, agree with me). I am now spending more time on a model, with the result that my models are improving. So, in the interest of my modelling becoming even better, and to further the cause of Australian modelling, I would like to see many more entries over the next year.

A vote of thanks should go to Fyfe Thorpe for having the foresight and generosity to make these prizes available. Thanks, Fyfe.

David Brown  
Victoria

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There is a bloke about who goes by the name of Murphy. He lives under the benchwork of every model railway. You can never see him, but there are ways of telling where he is. Here are just a few.

- 1 If a Kadee is glued on your wagon and not screwed on, it will only fall off in a tunnel at the same place that wagon fell off last time round.
- 2 If the budgie gets out of its cage, it will immediately fly into the layout room and leave a message on a card building, never a styrene one.
- 3 When the cat jumps onto the layout in pursuit of the aforementioned budgie, it will always knock a powered unit to the floor, never an unpowered one.
- 4 You have laid your flexible track perfectly. It is dead straight, the curves are delightful, and it operates flawlessly. The first time you show your layout to a friend, he will immediately point out the only two sleepers on the whole layout you forgot to replace.
- 5 You are in the AMRA Clubrooms, and have just completed a perfect container depot, complete with wire fence. The bloke who replasters the hill behind your creation will always knock the model gate off its foundations.
- 6 You are at an exhibition on set up day, where you are about to set the yards in place. Someone will always drop the section that took you all last night to get working properly.

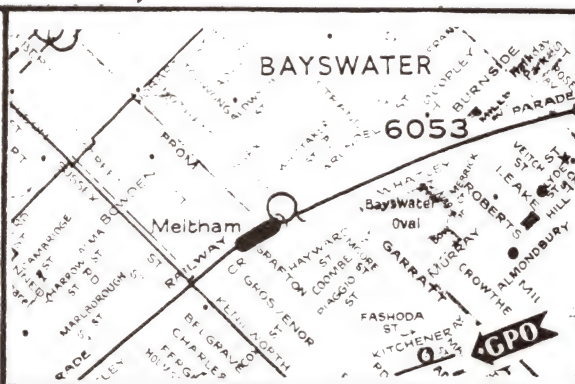
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# STATE



# NEWS



## AGM REPORT

At the Annual General Meeting, held at the Clubrooms on Monday 7 May, the following office bearers were elected:

President	Ted Thoday	457 4256
Vice President	Simon Mead	276 8745
Secretary	John Martin	447 5490
Treasurer	Alan Porter	330 1848
Committee	Graham Watson	454 5974
	Gus Durham	279 2183
	Ron Fryer	401 3514
Branch Reporter	Kevin Derrick	453 9558

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## PRESIDENT'S PIECE

Thank you to all those who made the time to attend the Annual General Meeting, and for taking part in the very lively discussions. There were a number of changes to the Committee for the coming year. The members are listed elsewhere.

To Tony Gray, Ken Collett and George Noble my very sincere thanks for your unselfish devotion to the Branch affairs. You set a very high standard for your successors to follow.

Graham Watson has relinquished his Branch Reporter/'Branchline' Co-ordinator responsibilities after many years of first class sustained effort. He has 'handed over' to Kevin Derrick, and you will see a number of new ideas and innovations appearing in future issues of 'The Branchline'.

In the current program, a meeting has been scheduled to further discuss the matter referred to in the first motion of item 10 of the AGM agenda. Make a point of being there. The results of this meeting could have a profound effect on the future of the Association, of which you are a vital and important part.

Ted

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## SECOND HAND MODEL RAILWAY EQUIPMENT

Members might be interested in advice that we have received at the Exhibition about second hand model railway equipment for sale by non-members.

Details are posted on the Club notice board, and out-of-town members may get information by ringing any Committee member.

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## PROGRAM

### AUGUST

Mon	6	Loco Hauling Competition (see note 1)
Sat	11	General Club activities (see note 2)
Wed	15	London Engine Sheds in the 1950s and 1960s (see note 3)
Mon	20	Club Projects Evening (see note 4)
Sat	25	General Club activities
Wed	29	Timetable operation at 'Haltwhistle-on-Tyne' (see note 5)

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## PROGRAM NOTES

Note 1: The aim of this competition is to find the most efficient locomotive, with traction tyres, without traction tyres and the locomotive which will pull the greatest load regardless. As this is a competition, please bring only your very best hauling locomotives.

Note 2: Do your own thing! Check through the Sales Cupboard, thumb through the latest Library acquisitions, run your own gear on the OO layout, chat to other members, work on Club projects. You name it, you can do it (within limits)!

Note 3: A slide show presented by Kevin Derrick, taking us loco spotting in the 'good old days'.

Note 4: The aim of these days is to work on Club projects, such as Library cataloging, layout maintenance and the upgrading of the Club's facilities generally. On these days the layout will not be available and the Library will only be open for browsing and borrowing at the tea break and at the end of the meeting.

Note 5: We are getting better at it - we even get the trains to run on time, so join in and enjoy a different facet of model railways.

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## TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays	8 pm (2000 hours)
Saturdays	2 pm (1400 hours)

The rooms will be open at least 15 minutes before the starting time.

All meetings will be held at the Clubrooms upon Meltham Station.

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WA BRANCH 1984 EXHIBITION

With the 1984 Exhibition over, we can now reflect back upon some of the incidents and moments of pleasure experienced over the long weekend.

The hard work put into the barricade and layout crews all day on Friday was rewarded by a chicken supper washed down by one of the local brews - all agreed it had never tasted so good after a long day. The last members only managing to get away very late on the Friday evening - still had more preparations left ahead of them.

We all assembled around our exhibits early the next day as the customers peered in from outside for a 10 o'clock opening, as benefits any great launch, Gus Durham counted down the last seconds over the PA system before the doors were actually thrown open.

We got off to a brisk start for a Saturday morning, with the crowds really picking up just after lunch, along with a visit from Channel 9's film crew for a news report. Although the news clip in the evening was a short 30 seconds, the quality of the footage and music soundtrack they had selected was superb. Unknown to most of the workforce at the Exhibition, this was not the first TV coverage of the day. Our publicity expert Paul Kehoe had appeared for 20 minutes on Channel 7's Fat Cat Funtime Show that morning, displaying railway models and some of Dick Smart's dioramas. Paul's excellent performance was a great plug for the Exhibition, together with adverts and articles arranged throughout the local press. They gave a real boost to the attendance figures.

Sunday morning saw a slower start initially, but as it seemed more and more like becoming another lovely sunny winter's day, the crowds again descended upon us. By early afternoon both halls were packed to capacity with still large queues beating the doors down to come inside. This coincided with the arrival of the Channel 2 news crew, to film the winner of the Bill Gardner Cup for the best Model of a Railway awarded to Bindup, the WAGR layout and Graham Watson's team of Sn3½ modellers.

Fate took this opportunity to take her part among crowded chaos in the halls at this point, being just at the right moment, blew some of the main fuses along Graham's side of the main hall. The benefit of the PA system was to be felt here as the calls for Charlie the Caretaker came to the rescue. As he unlocked the fuse boxes, all was corrected in just a few minutes.

The Sunday evening was set aside for a social gathering for the exhibitors after we closed the doors to the public. Marge Durham and her team of ladies assembled a tasty selection of snacks, accompanied with suitable refreshments.

Trophies were presented to Graham Watson for the best Model of a Railway and to Simon Mead who received the AMRA (WA) Trophy for the Best Presented Stand with his 'Ironhorse Pass' layout. An additional presentation was made to Graham from Marge in the form of a plate full of cucumber sandwiches; Graham having mentioned in the past that he had NEVER tasted such an English delicacy and wondered what all the fuss was about.

The entertainment for the evening were some excellent videos from the UK on prototype and model railways. The highlight of the show was a recording of Paul's performance on the Fat Cat Show the previous day - enjoyed by us all.

Our final day on Monday brought out the crowds again as we were blessed with another beautiful winter's day. Although Alan Porter's day started much earlier than that of most of us as he printed off more copies of our Exhibition guide during

the early hours in his office. We still managed to sell out again.

In charge of the raffle ticket sales this year was Arno De Smalen, and again we sold out of these in the closing hours of the Exhibition. Arno was rewarded for all his efforts. As the winning tickets were drawn, after much jumbling of ticket returns in the drum, the name on the winning ticket was 'Whiskers', one of Arno's pet cats as this was one of four tickets entered for the draw by Arno's pets. So how's that for luck of the draw?

The take-down after the doors closed on the final day went without too many problems for most members. Refreshments again provided for the workforce in the form of hot pies and sauce by the catering team were delicious. After all this hard work, I thought they were the best I had ever tasted, so I had more than my fair share!

The success of the 1984 Exhibition may be seen in Alan Porter's report elsewhere in Journal. It was a triumph for all the members of AMRA (WA), fellow Railway Clubs and Associations, Trade Exhibitors and all who supported and helped us to run the Exhibition.

I would like, on behalf of the Exhibition Planning Committee and members of the Branch, to thank our Exhibition Manager Alan Porter for the magnificent devotion of time and effort made throughout the last year in the organisation of such an enjoyable and successful exhibition. Alan has been an inspiration to all of us involved.

Kevin Derrick  
Branch Reporter

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TALKING POINTS

More diesel news from Gavin Stallard, who is progressing with a model of an F class Westrail (ex Midland Railway) loco in Sn3½. Gavin is using an Airfix Brush Type 2 A-1-A power bogie to provide the scratchbuilt body with some traction. Judging from the parts Gavin has finished so far, it will be just as good as his prize-winning Y class in last year's modelling competition.

Peter Dean is busy constructing a Great Western Railway MPD for the 1985 Exhibition. The shed will have a large allocation of over 70 engines from Peter's 'Exeter St Davids' layout. The new layout will be a must for all loco spotters at next year's Exhibition.

Graham Horton is modelling a Brush Type 4 in OO at present. This is near to completion in the erecting shops of Graham's Locomotive Works. The basis for the model is a Hornby loco, with Graham adding lots of fine details (how about working e.t.h. Graham? - Ed). To be finished ex works in two tone green livery as D1661 with 'Isambard Kingdom Brunel' nameplates from Kings Cross Models' GWR fans take note!

Oh! And what am I modelling? I hope to make a start on an X class in Sn3½ to see service on Graham Watson's 'Bindup' layout exhibited at this year's Exhibition at South Perth. Thanks go to Simon Mead and to Chris Lewis for supplying some plans and useful advice for construction. I have just ordered a Bachmann eight-wheel power bogie through a model shop not too distant from a local subway - while the Branch's Trade Cupboard will be visited for some plasticard for some of the bodywork.

Please let me know of your projects for next time, or contact me if you have any articles or comments for YOUR "Branchline", soon.

Kevin



## NOTES FROM 'HALTWHISTLE-ON-TYNE'

Unfortunately, several of the projects mentioned in these notes in the last issue of 'The Branchline' could not be accomplished before the Exhibition. However, on a positive note, point rodding has been installed at the Branch terminus station, and it looks very effective, even though it is of the non-working variety. (If you look inside the signal box, you will see a new (plastic) 'face'. The fact is that old Joe - the regular signaller - is recovering in hospital from a severely strained back. Rumour has it that he may also need plastic surgery.)

I hope that progress can soon be made on the other projects, particularly the signalling (check that the signals will 'come off', Joe, before you damage your back again!), and detail improvements to the scenery.

Simon Mead  
OO Layout Manager

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## MAINLINE/HORNBY

The rumours about Hornby having 'taken over' Mainline appear to be just that - rumour, and nothing more.

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## STOP PRESS : REPORT ON THE 1984 MODEL RAILWAY EXHIBITION

This report is being written just four days after the end of the 1984 Model Railway Exhibition and may not be necessarily the last word in respect of some of the numbers. There's still a lot of data to be worked up yet.

If we judge success of an Exhibition by the numbers attending, then we have just had one of the most successful exhibitions ever held by the WA Branch of AMRA. Just look at the following provisional attendance figures (these are the paid admissions - the complimentary passes have yet to be processed).

	1982	1981	1980	1979	1978	1977	1976
Saturday 2 June	1466	1664	1416	1336	919	724	
Sunday 3 June	3397	2269	2527	2299	1723	1926	
Monday 4 June	3465	-	-	2560	1596	2468	
	8328	3933	3943	6195	4238	5118	8722

Not quite as good as the 'famous' Perth Town Hall exhibition of 1976 where there was a lot of casual admissions (i.e. people who just happened to be walking past the Town Hall), but nevertheless, the best exhibition we have run in a suburban location.

Some excellent layouts were on display. Graham Watson's 'Bindiup' won the Bill Gardner Cup for the Best Model of a Railway, Fremantle and Districts MRA won the popular voting (AMC Trophy) with their N gauge layout and Simon Mead won the AMRA (WA) Trophy for Best Presented Stand with his 'Ironhorse Pass'.

I must thank all those who helped out in the running of the Exhibition 'on the day', the members of the Exhibition Planning Committee, the exhibitors and the ladies who did such a stirring job feeding the AMRA members and the public. More details at the Exhibition Post Mortem on Wednesday 13 June.

Alan Porter  
Exhibition Manager

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## MODELRAIL CONVENTION '84

It is intended to hold the ModelRail Convention '84 in October or November - dates, etc, later. We would appreciate your ideas on what subjects should be included. If you know of someone with experience in any particular area of railway modelling, not necessarily a member of AMRA, we would like to know about him/her so that we can make approaches with a view to clinics/demonstrations at Branch meetings and also as a possible guest at the Convention. Suggestions to our postal address or to any Committee member please.

Ted

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## HAVE YOU SEEN?

Railway Modeller for April. A motorised turntable. Prototype drawing and information about Warrington Arpley Junction signal box. Early Midland rolling stock, Part 2. Prototype drawings, etc, of the Metropolitan Railway's 1200 hp electric locomotive.

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Railway Modeller for May. Scratchbuilding a branchline station. Hiding your point motors. Building a British Railways Class 07 diesel, modelling and prototype information. Painting, lining and finishing models. Prototype information and drawings of the GWR 56/66XX class 0-6-2T and a report on the new Mainline model.

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Scale Trains for March. Prototype and modeller's information on the modified 'Merchant Navy' class. Modelling the class in HO. Modifying and improving the Hornby Ivatt 2-6-0 mogul. Building brick arch bridges. Building four London trams. The American diesels - Part 2 - the streamliners. Prototype information on the West Highland line with a view to modelling it. More on the GWR wagon codes, Mex-Serpent. Track test of Sunset Models' N & W 4-8-4 J class HO model.

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Model Railways for April. Inter baseboard wiring, a simple 'foolproof' method. Converting the Lima GUV and BR Mk1 stock. Simple two-rail wiring, including turnouts. Building and improving the DJH WD 2-8-0 model. Inn and pub signs. The ABS kit of Thompson's L1 2-6-4T built and assessed.

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Model Railway Constructor for March. Westwards Models' GWR railcar No 18 built and assessed. Detailing the Lima Mk3 sleeper. The Bassett-Lowe story. Datafile on non-hopper steel ballast wagons and M & GN six-wheel brake third. Signal chart No 3 - LMS constituents.

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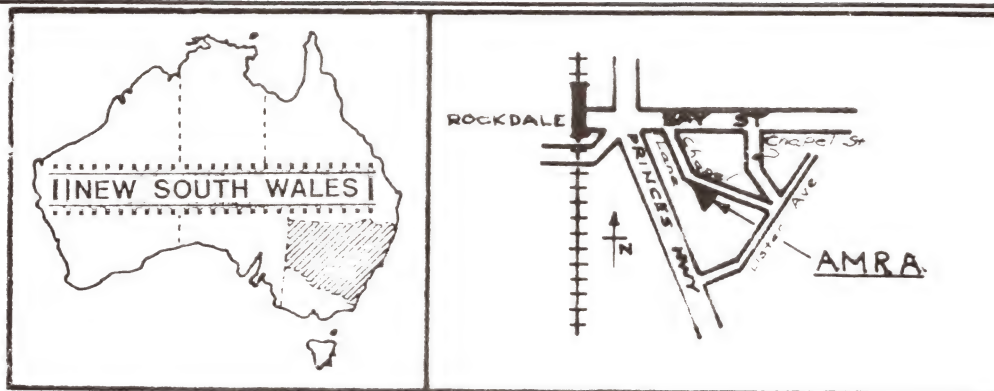
Model Railway Constructor for April. New trains for the Victoria - Gatwick line. Test bench on Mainline's GWR 56XX 0-6-2T. Datafile on Lynton and Barnstaple Manning Wardle 2-6-2T. Building Bodmin structures continued - plans of engine shed, coaling stage, lamp and store shed.

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Model Railways for May. Hedges - a simple cheap method. Lean-to sheds and outdoor toilets. Soldering - probably the best article on the techniques, etc, that your correspondent has been. Part 2 of the Thompson L1 article.

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The exhibition is again approaching us and we are very busy organising it. It is a bit hard to imagine how it takes hundreds of hours of preparation before the show even starts. As well, there is the actual exhibition which, to some people, can be as long as 60 hours by the time set up and pack up are considered.

This year's exhibition is a big gamble for the New South Wales Branch because of a change of venue. The change had been considered for some time because of the ever increasing charges at the Showground; however, the decision was finally taken when the RAS double booked the Ford pavilion. The new venue was chosen because of price, considerably cheaper, and size, bigger than the two pavilions at the Showground, and all under the one roof.

The response from the exhibitors has been encouraging, and many entries have been received, including a number of new layouts and some not seen for many years. The exhibition is now shaping up to be one of the best in years. All that is needed now is your help, so if you haven't already done so, fill out your form and send it in now! Any members from interstate that are coming up are asked to advise us so that you will be welcomed on arrival.

The Committee decided at its last meeting to again exhibit the Hawkesbury layout at the exhibition because it was felt that it is good have an AMRA layout so that the public realise that we own and run layouts, and not just run exhibitions. Anyone interested in helping run the layout or provide rolling stock are asked to contact Bruce Norton. The layout also needs some repairs, especially in the scenery department, so helpers are again required - again see Bruce Norton.

At the Clubrooms we recently installed new lights above the wall layout just above the Read end of the layout. Plans for the immediate future on this layout are to finish the backdrop all the way along the layout. James McInerney seems to be the only one really interested in this project, but there are the occasional helpers. The O gauge layout is steadily progressing under the leadership of Norm Read, and his team work most Wednesdays, both afternoon and evening. Current work concentrates on the branchline with the turntable being built by Bob Wardrop. Scenery is now being built along one side of the layout and the layout is now looking good.

Now I must finish, so I hope to see you all at the exhibition.

Bob Gioia  
Branch Reporter

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#### PRESIDENT'S PAGE

It is disturbing to note a decline in the number of membership renewals, and it is imperative that we determine the factors causing this and take measures to remedy the situation. I believe

that Journal with its new format and improved quality has certainly regained the prestige it once had among members and is without doubt worth the membership fee alone.

I am pleased to advise that we have finalised arrangements with the Rockdale Council for the sale of part of the parking area. We have received a cheque for \$4000 and an undertaking that concreting of the remainder of the parking area, relocation of the fences and installation of Armco railing (supplied by us) will shortly be completed. I know of at least one member who will be glad not to have to mow the grass (thanks Dave Bennett).

I wish to thank Val Hogan for her continued and unflagging support of our meetings as the only ladies auxiliary member to 'man the kitchen' and provide the much needed refreshments. Val and Ed have also taken the trouble to paint the remaining exposed brick surfaces in the kitchen with a clear finish sealer. This type of response is encouraged as it is only by doing, not talking, that we progress.

Members are invited to attend on Wednesday nights (and usually afternoons) as these are allocated as work sessions (except the second Wednesday night of each month which is a committee meeting and is closed to members). Some current projects include building an N gauge layout (to be the prize in a guessing competition at the October Exhibition), O gauge scenery, Hawkesbury signalling, HO wall layout scenery and general cleaning up of the Clubrooms.

Country members who are visiting Sydney and are unable to attend one of our regular meetings are welcome to contact myself to arrange a visit to the Clubrooms 'out of hours'. I am available most weeknights and may be reached on 799 7924 after hours or 637 8288 ext 543 during business hours.

Hope to see you soon.

Bruce Norton

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#### LAYOUT NEWS

##### O GAUGE

One effect of the recent heavy rains has been the growth of some sturdy trees along the roadway behind 'Trainsville Station'. Frank Peck has been the gardener - must have a green thumb.

Bob Wardrop and Bert Hetherington have been working on the turntable on the branchline. This originally was intended to be hand wound, but with the success of the turntable on the main layout, modern technology took over. I somehow don't think that in prototype the controllers of the purse strings would have approved of such goings on.

Fred Green has been busy with the plaster in the goods yard area, but called upon the expertise of Bert on some of the finer points of trowelled finishing. Frank Peck, full of 'O' enthus-



iasm has started building a 19 class with parts from Col Shepherd, and young David has been cajoled into trying his hand on finishing the 'Comet set of cars' which is good to see, nothing plastic about these projects.

We do have another 'Dark Horse' in Sid Lothian. Sid is working his way through the NSW loco scene, but for variety has a G W King, LMS Black 5 and Baltic Tank, NE Flying Scotsman all in brass, plus a string of SVs and CWs. Also in the workshop at present are the Green Box 45, some milk tankers plus another old steam loco - mostly in Sid's favourite colour 'dirty black'.

For myself, I put in appearances just to keep the whole business still functioning, and I will be off to "Sunny Joh's" country for a couple of weeks, during which time I will be able to attend the Queensland Branch's Exhibition and a couple of their meetings.

It is very nice to be able to travel interstate and be made welcome by kindred spirits. I would advise all members to consult the membership lists before travelling, but just do not arrive on a doorstep unannounced.

Norm Read

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#### HAWKESBURY LAYOUT

Very little has been done to the layout of recent weeks, although the scenery work undertaken by Philip Morgan is readily noticed. The reason for the rescenicing of this area is twofold; firstly, to permit the public to see trains departing the top station, and, secondly, for operators to see trains climbing the bank after crossing Hawkesbury Bridge.

Work performed on the electrics has been limited to determining the high resistance track joints or bonds and providing new or resoldered connections to overcome these problems. A printed circuit board is currently being designed for the signalling logic and will be trialled as soon as some prototype boards are made up.

Bruce Norton

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#### HO WALL LAYOUT

As members who have recently visited the Clubrooms may have noticed, work has recommenced with a vengeance! Glenn Watson has been hard at work on the area between the bridge and the tunnel in the Warren section. The change has been dramatic, with grass and bushes sprouting all over the place. A new goods siding has also been laid on the down side of the station.

On the Read section the lights have been approved and purchased and will be installed as soon as possible. An experienced, non-conduit using, electrician is needed. The new platform 1 has been installed, some more ballasting has been carried out and we have finally got all the points working (cross fingers). I spent three Wednesdays trying to fix one particular point, and then Bob Gioia came along and fixed it in 10 minutes! There's a moral there somewhere!

Building construction has begun with the first warehouse well under way. Only about another four to go - any warehouse builders out there! The new control system is still in the planning stage.

To be built in the near future is a new cross-over between the Loco Departure Road and the Through Road, enabling direct access from the marshalling sidings to the car ferry, in anticipation of the latter's construction. This will not, however, be brought into commission until the new control system is working.

Phil Lee's diagram of the layout was very interesting, but unfortunately he got most of the siding designations wrong and mixed up the running directions - we hope to publish a corrected diagram in the near future.

We now need some buildings constructed. If you would like to help your Club get your layout a bit further towards completion, please either come down to the Club on a Wednesday night or give me a ring on 747 5894.

James McInerney

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#### N GAUGE

Over the past three months all necessary maintenance has been carried out, including replacement of a piece of rail which was damaged by falling debris from above.

On Wednesday nights, David Bennett and a small group (too small) have been at work on an N gauge layout for a guessing competition at the October Exhibition.

Since the last report, no more N gauge modules have been forthcoming (will any more EVER turn up!!).

Keith Cooper

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#### LIBRARY NEWS

Members are reminded that we now have a growing collection of railway books in our Library.

A list of the books, grouped into topics, will be displayed at the Clubrooms for the benefit of members. The use of the Library is available to members who purchase a "Library User's Card" which costs \$2 per annum.

Current issues of Railway Modeller, Model Railroader and Australian Model Railway Magazine are added to the Library as they become available.

Many magazines have been donated to the Club and some are already available to borrowers, but many more are yet to be sorted and prepared for borrowing. This is another job for the Wednesday night work group - volunteers would be very welcome.

Bob Wardrop  
Librarian

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#### MINI CLINIC ON SOLDERING : Saturday 5 May

This Clinic was conducted by Bruce Norton and Bob Wardrop, and even some of the old timers said they had learnt something. The main points may be summarised as below:

- 1 The job must be scrupulously clean.
- 2 Use the correct flux.
- 3 Use an appropriate soldering iron. Too large an iron may burn the PC board or damage electronic components; too small an iron may not be able to provide sufficient heat to make a good joint or may have to be applied to the job for so long that the whole job will become so hot that it will be difficult to hold it still long enough not to cause a dry joint.

- 4 Use the correct grade and form of solder. For electronic work, fine gauge resin cored solder should be used, usually 60% tin and 40% lead. Some solders are available containing a small percentage of silver - these are freer flowing, but more costly.

Heavier gauges of solder (without resin core) may be used for modelling purposes, but with flux suitable for the material being used.

When building models, brass or white metal, a selection of solders with various melting points is useful. Start with the highest melting point



solder and larger parts and progress to the lower melting point solders for the smaller parts.

5 A controlled temperature soldering iron is an advantage, especially when soldering white metal kits.

6 The iron should be applied to the job to heat it sufficiently that the solder will melt when applied to the job.

**Note:** The solder should always be applied to the job and not to the iron - this practice ensures the job is hot enough and helps to eliminate dry joints.

7 The soldering iron should always be properly 'tinned', i.e. the copper bit should be cleaned (filed if necessary) and coated with solder.

**Note:** Never use a file or emery cloth on plated (long life) tips.

Should any members be experiencing difficulty with soldering, there are several members at the Clubrooms each meeting who would be quite happy to discuss your problems and give guidance.

Bob Wardrop

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## PROGRAM

### AUGUST

4 Sat Auction - commences 2.30 pm sharp  
10 Fri Layout operation and Controller Clinic  
12 Sun Visit to Hornsby and Districts Model Engineers Society

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## CONVENTION : 1984

### MODELLING THE RAILWAYS OF NEW SOUTH WALES : PART TWO

This convention is the second in a series of annual mini-conventions on modelling NSW, which it is hoped will become a regular event.

This year's convention will be held at the Australian Model Railway Association's Clubrooms in Chapel Lane, Rockdale, on Saturday 18 August, starting at 9 am and finishing approximately 5 pm.

While the venue is being provided by AMRA, this is not an AMRA organised event.

The main activities of the day will be demonstrations and talks on the theme for this year - 'Working Railways'.

Ray Pilgrim and Ron Cunningham will be discussing 'Building a Layout for Operation', Terry Flynn will be demonstrating the finer points of 'Getting Your Rolling Stock to Work', James McInerney will be discussing the operating problems and advantages of 'Branch Lines', Ian Dunn will be demonstrating the art of painting models with a practical display on a brass steam locomotive, and Jack Parker will be showing how to photograph the result.

There will be a question and answer session after each presentation. Other activities include a modelling competition, for which Keith Hudson's Modeller's World and Casula Hobbies have donated a prize for best scratchbuilt and best kit built or bashed model, respectively.

Also available as a service to the attendees, will be a selection of bits and pieces from Casula Hobbies and Craftsman models.

Cost will be \$1 per person on the Saturday, which is the normal AMRA fee for use of the Clubrooms; entrance to convention is free. Morning and afternoon tea will be provided, and there will be a break for lunch.

A layout visit to Ray Pilgrim's layout on the Sunday will be open to attendees of the convention.

18 Sat Convention - Modelling the Railways of New South Wales

24 Fri Slide and Movie Night

### SEPTEMBER

1 Sat Layout operation and Controller Clinic

7 Fri Film Night

15 Sat Show and Tell

21 Fri Layout Operation

28 Fri Setting up A G Whitlam Recreation Centre Liverpool

29 Sat EXHIBITION - 10 am to 8.30 pm

30 Sun EXHIBITION - 10 am to 6 pm

### OCTOBER

1 Mon EXHIBITION - 10 am to 6 pm

2 Tues Clearing up at E G Whitlam Recreation Centre, Liverpool

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Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified, are -

Fridays 7.30 to 11 pm

Saturdays 2 to 5.30 pm

**Note:** AMRA (NSW) Clubroom's telephone number is 59 1899.

**Note:** Committee meetings held on 2nd Wednesday night of the month.

Other Wednesday nights are work sessions.

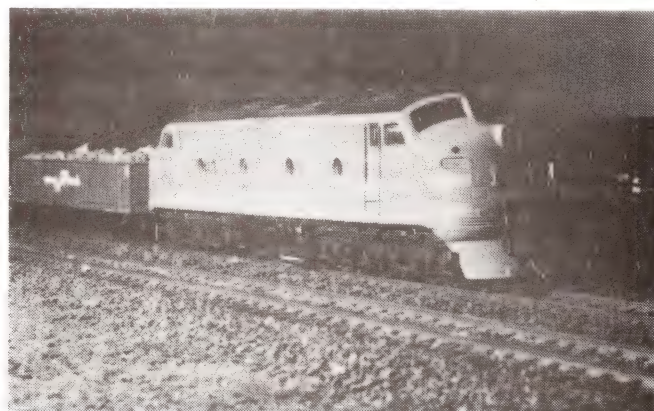
All attendees are encouraged to bring models for entry in the competition or display.

It is not compulsory to register, but the organiser would appreciate it if potential attendees would contact them prior to the convention so that they would have an indication of potential attendance. The organisers can be contacted by ringing James McInerney on (02) 747 5894 or Ray Pilgrim on (047) 94 2479 or by writing to James McInerney, 14 Angelo Street, Burwood, NSW 2134.

### RULES OF THE MODELLING COMPETITION

Entries must be of prototypes that exist or have existed in NSW of locomotives or rolling stock, but may be based on NSW practice of buildings or lineside fittings. The model must have been either scratchbuilt, kit bashed or kit built, or a mixture. Documentation in the form of drawings, photos, etc, will be an advantage.

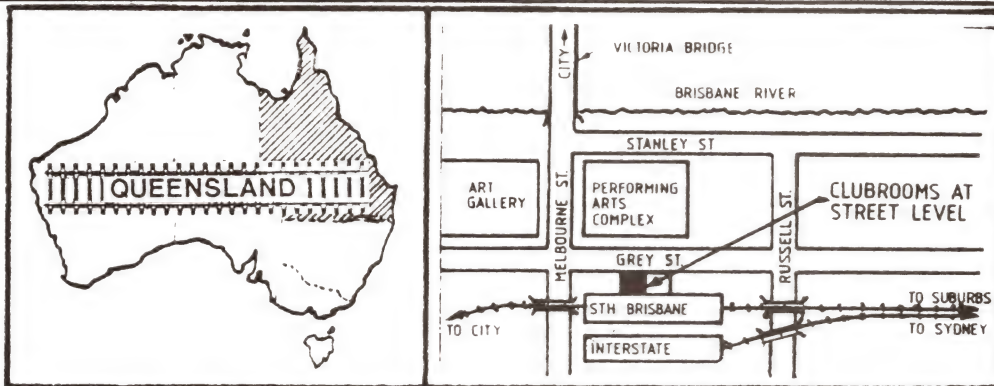
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An orange VR B Class DE is photographed on the Corio Model Railway Club's modrail layout.

Photo by Roger Lloyd





### MESSAGE FROM THE PRESIDENT

I am proud to be able to report yet another successful Model Railway Exhibition. It was pleasing to see the public attending in good numbers and enjoying themselves, putting the finish to what I think was our best Exhibition yet.

It was great to have the support of members in setting up and running the show then clearing away everything afterwards. Members who are unable to attend regular meetings came forward giving us the numbers needed to get things done quickly. My special thanks to Mr Morphett senior who helped before and after the Exhibition.

Once again our ladies were an inspiration; how they managed to smile at the end of each day defies reason, but smile they did, and provided us with eats and drinks on demand as well. Congratulations to a job well done.

During the Exhibition it was a privilege to have our Federal President, Keith Wilcox, and Federal Secretary, Norm Read, with us. They were pleased with the Exhibition, and on visiting the Clubrooms, congratulated the Branch on the progress made in the last 12 months. We were able to take Keith to the Redbank Railway Museum and on over the coal roads to Swanbank to view the PBL5 running by the Pioneer Steam Society.

And so all the bits and pieces back in place, some items noted for improvement next year, the hall is booked, so finally off to bed, tired and happy, feeling good to belong to that group - AMRA Queensland Branch.

Cec Wall

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### LAYOUT NEWS

Jess and Cec are continuing on with electrical work on the Club layout and many new automatic features have been fitted. These include automatic point changing for the turntable road at Bijimbee, automatic loco turning at Port Jesse and now one can 'do the loop' from Bijimbee around the exhibition layout with having to stop somewhere and change sections on the main control panel - if no controller is on duty. An automatic cancellation feature on the up road through Wallsend makes the non-stop route of Bijimbee, Wallsend, short cut, Hillview, Echo Point, Wallsend and Bijimbee possible - see last Journal for track plan.

The whole set up is becoming easier to operate and please do not hesitate to ask if you don't know how to do something - you'll find it all very easy after a short time.

Wiring on the 10.5 and 12 mm systems are also receiving attention, while Geoff Perkins is progressing very well with his half of the 9 mm system. Some fine buildings have been recently added. The other half of the 9 mm is still in an early stage of completion and help is needed here.

A big thank you to Cec and Jess for their work on the Branch's Clubroom layout electrical systems. A fault report sheet is nearby to the

main control panel, so if any problems or faults occur, please report these straight away.

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### CLUBROOM NEWS

The May monthly meeting received a good roll up from members and visitors, and Cec gave a report on the successful exhibition. It was a show and tell night, and many members took part showing off their latest books, models, track plans and interesting slides. Arthur Hayes wrote away for some insect pins mentioned in a recent Journal and passed these around for inspection. They seem to have good potential as a modelling aid.

The light workshop areas in the Clubrooms have been receiving attention. To prevent everyone being gassed during painting and weathering operations (especially when using Floquil type paints), it was decided to make use of a large exhaust fan in a large storeroom under the stairs to platform one. The storeroom needed a major clean up, and in early June some of the younger members took on this task, which included rearranging large stockpiles of timber and modelling equipment. A workbench was relocated here and a ducting system fitted from the fan to the bench was built with design help from Stewart Wall. Extra lighting was added to suit. John Hill tested the new installation and found it to be very good.

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### BRANCH TIMETABLE FOR MEETINGS

Meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open from 6 pm on every Thursday evening and from noon on Saturdays. Our monthly meetings are held on the 4th Thursday of the month where a report from the COM is given and entertainment is usually organised. The monthly meeting starts at 7.30 pm.

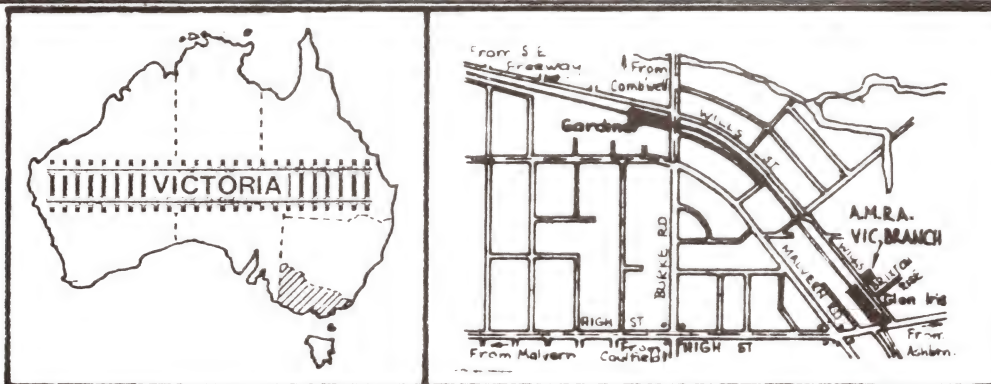
At our August monthly meeting on 23 August, Arthur Robinson plans to give an illustrated talk on 'Railway Bridges - How and Why in Prototype and Model'. Don't miss out on this one.



QUEENSLAND  
BRANCH  
EXHIBITION

Stand 22 - a scene from 'Grafton' fine scale NSW HO layout. Note the enthusiasts who have stopped suddenly to view the 50 and 38 class steam locos on a goods train.





### PRESIDENT'S REPORT : 1983/84

I have pleasure in presenting my fourth Annual President's Report.

There has been steady progress throughout the year on many projects, and I shall now detail some of the achievements, along with a few disappointments.

#### PROPERTY

The major disappointment has been our inability to commence our storage shed. Local Council requirements have caused us to abandon plans for a separate shed, and we are now investigating an earlier proposal to extend the main building.

Other property projects completed have been the installation of hall heating in time for last year's winter, a security system has been installed and the side fence has been replaced. A red telephone was installed as a requirement for the security system, and for members' convenience.

Minor items include the repair of the library chairs and purchase of a projector stand and BBQ plate.

Only three working bees were held, with an average of only seven members attending each. However, I would like to thank the 13 members who attended, and particularly new member Bob Marsden who attended all three.

#### EXHIBITION

Our Annual Exhibition was again successful, with a higher attendance than last year, and an improved financial result.

Bob Edwards and his Exhibition Committee again did a good job, and special thanks are due to Pat Brownbill and the ladies and members who assisted in the kitchen. This was Pat's final exhibition, and her position will be hard to replace.

I was most gratified by the number of members who assisted in the dismantling after the Monday close.

The Club has purchased the small exhibition layout constructed by Ray Brownbill, and this layout, along with the large Modrail layout, will enable the Branch to participate in exhibitions staged by our kindred clubs in country areas. Already plans are in hand to exhibit in Ballarat and Geelong.

#### LAYOUTS

Due to the lack of a suitable area to work on the Modrail layout, and a lack of volunteers, no progress was made on planned improvements to this layout. The only activity has been to rectify some faults in the point motors by Bob Marsden and the depth of the sides of the long modules has been extended by Robert Blackley.

The main Club layout is looking much better with scenery work advancing, in spite of an almost total lack of response to the scenery month held in November. Viaducts constructed by Ray Brownbill are in place, additional trees have been

planted and some buildings have been constructed. A major boost was the donation of 100 metal trees by F & G Models.

Much has been achieved on this layout by the efforts of too few members, and I believe the following members who attend most Tuesdays deserve special mention: Bill Secker, Manfred Ebinger, Bob Marsden, Robert Blackley, Arthur Woods, David Brown, Graeme Nitz, Rob Dall and, when he is in town, Peter England.

I hope that once the extension is completed, the aisles can be cleared and small point to point N and O gauge layouts constructed along the west wall to provide facilities for those members who model in those scales.

#### PRINTING

After a long period of frustration, there has been some improvement in the quality of the printing of Journal. However, I'm sure you will agree that the content is vastly superior to, say, two years ago. The passing of Gordon Duncan left a large gap on the team, but Tim Dunlop has taken on the position of Managing Editor, Elizabeth Secker has become Advertising Manager and I have become layout and paste-up officer - three people to replace one.

Ron Thomas also deserves thanks for his efforts in collating and Ken Down for enveloping and addressing.

#### OPEN DAY

This year's Open Day and BBQ was again a success, with over 50 attending, including a large contingent from Corio Model Railway Club.

#### LIBRARY

As reported in Journal, Brian Southwell has continued to add new titles to our already large collection.

A sour note has been the removal of some pages from magazines, or even the stealing of some of the magazines from a few sets.

#### MEMBERSHIP

The untimely death of Gordon Duncan on 1 February has left a large gap in the ranks of our active members.

A reduction in the Victorian membership in the last one or two years is a most disturbing trend, and we need the help of all members to try and arrest the decline and to again build up our membership.

Our new Club jackets should help to improve our image, and I strongly urge all members to purchase one.

I was pleased to be able to present the 1983 President's Award to Arthur Jenkinson for his assistance, particularly for his work on the wiring around the premises.

#### CONCLUSION

I thank the Committee of Management for their enthusiasm and co-operation throughout the year.



A major loss to the Branch was the resignation of Vice President Ray Brownbill, following his move to Adelaide.

I am not standing for re-election as President, mainly because of commitments to Journal, and because it's time for a change. In handing over to incoming President Jack Treseder, we may see a change of emphasis which could help achieve a greater contribution to the Association by the general membership.

Roger Lloyd

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Eleven Victorian Branch members made the trip to Moe, 130 km from Melbourne, for the official opening of the Latrobe Valley Model Railway Association's new clubroom. The clubrooms were officially opened at 2.30 pm on Saturday 21 May by local government Councillor Ross Miles.

The Latrobe Valley Association was formed in February 1978, and construction of their clubroom commenced in May 1982. The clubroom is

of metal construction with interior lining, and is 80' x 20'. The interior consists of a large layout room, approximately 40' x 20', a meeting room, storage room, kitchen and conveniences.

I was impressed with the assistance they were able to obtain from their local council, particularly the grant of land for a peppercorn rental. This contrasts with the lack of assistance we get in Melbourne!

Their first official outing as a Club was to our 1979 Camberwell Exhibition, and that was followed up by a visit to Moe by members of our Committee of Management in August 1979 to give guidance on the formation of a club, constitution, conducting exhibitions and, of course, the social aspect.

The official opening was followed by an inspection of the premises and the exhibition layouts on display, with a generous serve of afternoon tea. We were most appreciative of the invitation, and we wish them well in the future.

Roger Lloyd



Branch members who attended the opening.

L-R David Marsden, Bob Marsden, Bill Morehouse, Blair Westerman, Stuart Westerman, Arthur Jenkinson, John Harry, Robert Blackley, Elizabeth Secker, Bill Secker

Photo by Roger Lloyd

A scene on one of the display layouts.

Photo by Roger Lloyd



A general view of the layout room, with some of the layouts on display.

Photo by Roger Lloyd



## GENERAL NEWS

May meeting brought us a nice night's entertainment from the Film Group of the Australian Railways Historical Society. The film titles were 'K Action', 'The Rocket in Melbourne', 'Rail Mania' and 'The Driving Force'. Railway people always appreciate railway films, and that night was no exception.

Competition results were as follows:

Photographic Competition - Model Diesel Locomotive  
Print - Geoff Brown 90 points  
Slide - Geoff Brown 85 points  
Modelling Competition - Fybren Models Australian  
Produced Kit

Bill Secker - GY wagon 95 points  
Dave Brown - NSW cattle wagon 92 points

Jack Treseder reported on his trip to New Zealand to the 1984 Convention, and highly recommends the experience. Future conventions are to be held in Wellington - 1986, Christchurch - 1988, Auckland - 1990 (possibly in conjunction with NMRA).

To keep news items more or less in sequence, remember our congratulations to Carol Stuchberry and Peter Jenkinson on their engagement? Well, they were married on Saturday 6 June. May your future be prosperous and free from derailments, Mr and Mrs Jenkinson! I'm told that at the reception the relatives were overwhelmed by the model railway fraternity when the engine shed doors were opened.



July meeting was Annual Meeting night, and the Branch Office Bearers for 1984/85 are as follows:

President	Jack Treseder
Vice President	Geoff Brown
Secretary	John Harry
Treasurer	Stuart Westerman
Committee	Bill Morehouse Bill Secker
Immediate Past President	Roger Lloyd

Bob Edwards is again Exhibition Manager. Brian Southwell is Librarian with Assistants Brian Frary and Greg Attrill.

A vote of thanks to retiring President Roger Lloyd was proposed by Jack Treseder and carried with acclamation.

A welcome visitor to the meeting was Peter Duncan, Gordon's son. Gordon's Meritorious Award had not been received for presentation to him before his death, and we were very pleased that Peter was able to attend and accept this Award.

The Annual Awards for modelling and photography were presented, and the recipients were as follows:

Open Modeling - Bob Edwards Trophy  
Ken Stone  
Australian Produced Kit - Fybren Models Award  
Bill Secker  
Victorian Branch Photographic Award  
Geoff Brown

In presenting the modelling trophies, both Bob Edwards and Fyfe Thorpe commented that there was a regrettable lack of entries in both categories, so, you modellers, what about submitting more of your efforts for judging.

Certificates were also presented for the following:

Best Structure - John Niven  
Best Maintenance of Works Building - David J Brown  
Best Kit Built Model - Bill Secker  
Best Print - Geoff Brown  
Best Slide - Rob Blackley

Monthly competition results were as follows:

Photographic Competition - Prototype point work  
Slide - John Harry  
Print - Ken Stone

No models were presented for judging!!

Roger Lloyd exhibited a small diorama using acrylic gloss medium to represent the water (see Western Australian State News, Journal 160, referring to January Model Railroader). The effect was quite realistic. Roger's source of material was Eckersley's Artists Supplies, 55 Elizabeth Street, Melbourne.

Some of you have bought the V/Line logos from Willsland. If you have any ideas for other items of a similar nature for dressing up models, submit the details to Willsland. The production process is a photographic one, and the best way of presenting the details is by means of a colour photograph which includes a measure to show scale and a standard colour guide. These are available at Kodak. The V/Line logos are self-adhesive stickers, but I'm told that it is also possible to produce decals.

The new Club jackets had their first airing at Ballarat during the June holiday exhibition there. They drew a number of favourable comments, and COM has decided that, in future, they should be worn by any members operating Club layouts at exhibitions. Cost is \$22.50, including pocket with embroidered logo and name. Sizes SM to XOS. Place your order with Willsland and see Tim Dunlop if the standard sizes don't fit you.

Speaking of the Ballarat exhibition, a vote of thanks was made to Rob Blackley and Graham Nitz for organising the transport of the Modrail layout and its operation.

One of the things that showing from that excursion was the shortage of Victorian rolling stock in the Club holdings, so, if anyone is putting together Victorian models, what about an extra one for the layout?

## RE M I N D E R S !

August meeting - Flash Yours! Now don't panic  
Bring two sets of five of your favourite slides  
for a slide night.

First Sundays - Operating Day

. August British prototype  
. September Australian prototype

Last Sundays - Running Day

Ron Thomas



## LIBRARY NEWS

## Trams!

What are they? What is a tramway? Patsy Adam Smith was unable to say why the Silverton Tramway Company (who at one time ran the largest steam locomotive in Australia) called it a tramway, unless it was to suggest that it was not to be a threat to the government railways. Fair comment. If ever there was a threat to the development of railways in Australia, it was that monopoly and the success of that particular 35 miles of 'tramway'.

We have two books this issue on tramways, tramways as we recognise them, except that both were steam driven. One of them, 'Steaming Down Argent Street' by K McCarthy, has to mention Silverton frequently, as the steam tramways of Broken Hill depended, as did everything else there, on the success of the mines and as did the Silverton Tramway Company.

It is a most remarkable book. The sheer amount of information is staggering, from timetables to details of tickets, from the Council arguments pro and con a horse tram at the beginning of the service to the 'bus funeral' that followed its closure (the bus companies that replaced it all refused to publish timetables for fear that 'pirates' would run buses ahead of those scheduled).

It would be a fascinating project for tram enthusiasts, and for many others, except that the detail of the rolling stock has to be deduced from rather dreadful photographs. The backgrounds are wonderful, absolutely setting the period, but for the details of the machines (apart from very pretty endpapers, by McCarthy himself), you would have to go to diagrams of other trams of the period.

The other tramway book is about a much more suburban tramway, yet one that was driven by an absolutely recognisable steam locomotive, with no shroud to make it decent. 'Tram to Sorrento' by A P Winzenried, APW Productions, follows their 'Tram to Warburton', a very different tram. This book crosses the line between municipal history, railway history and even theatre history, since the main part was played by G S Coppin, theatrical entrepreneur extraordinaire, who invested much money and much time in the development of Sorrento. The story is mainly of the line between Sorrento township and the back beach, and the people who ran it, many of whom are alive today. Motive power was supplied by a pair of beautiful little Baldwin 0-4-0 saddle-tanks (there may have been a third) which puttered back and forth across the ridge for 31 years, from 1890 to 1921. Our parents or grandparents have it in their memories. A nice little book.

Canberra must always have been a problem to railway planners. It began as a distant set of sheep runs, became a tourist centre, a centre of impressive protocol (but little revenue) and continued that way once the airlines developed, with a demand that The Nation's Capital be well served with railways, which no-one rode.

From the narrow gauge construction railways to the railcars which carried on the service through most of its life, to the current preservation movements, 'Railways of the Canberra and Monaro Districts' by H J W Stokes (ARHS ACT Div) tells it all.

Keeping up to date with the conservation movement in Australian railways is not easy to do - praise the Lord. For those of us who'd like to know what to look for where we go, or would like to know where to go to look, here is the latest, by Cromarty Press, 'Rail Preservation in Australia, an Illustrated Guide'. Nice photos,

lots of details of what is on display or being worked on. A necessary job every year or so.

Finally, a good and necessary picture book, put out by the NSW Rail Transport Museum, 'Years of Change' is made up mainly from the spectacular photos they have previously used in their calendars - and they start with a good selection. New South Wales railway shots from the 1950s to the 1970s, beautiful shots, with intelligent captions. What more could you want?

Brian Southwell  
Librarian

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## RENEWALS

Renewals for Victorian Branch members can now be processed through our Treasurer, Stuart Westerman.

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## ADDENDUM

## VICTORIAN BRANCH EXHIBITION : 1984

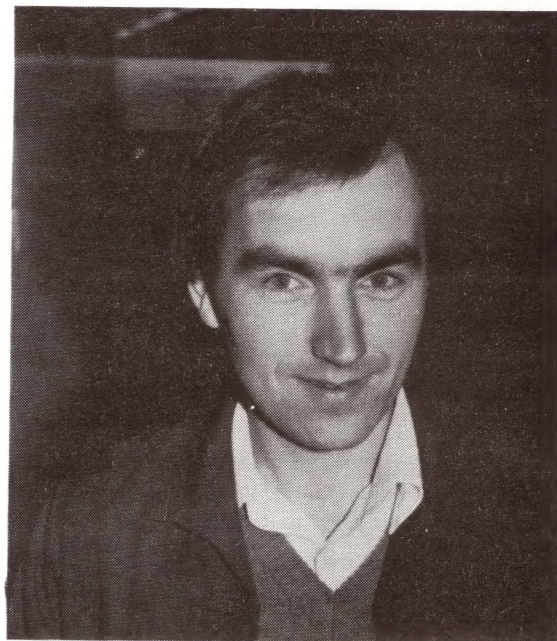
The following paragraph was inadvertently omitted from The Exhibition Report in the last Journal:

A new award was introduced this year for the BEST DISPLAY by PUBLIC VOTE; the winner was CROYDON NARROW GAUGE GROUP. Congratulations on another fine display.

Bob Edwards  
Exhibition Manager

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## FACES AROUND THE BRANCH



MANFRED EBINGER has put in a lot of work around the Branch. Manfred was photographed at the recent Ballarat exhibition.

Photo by Roger Lloyd

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## A MODELLING TIP

In Kadee Nos 4, 7, 16 and any others that use small springs to aid coupler movement, I have found that if one uses a knuckle spring instead of the supplied spring, operation seems to improve.

Dave Brown

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## MODRAIL IN BALLARAT

The Modrail layout had its first trip away from Melbourne during the June long weekend. Rob Blackley's Combi and Graham Nitz' station wagon were loaded up on Friday night and the layout taken to Ballarat as part of the Apex Model Railway Spectacular presented by the Apex Club of Wendouree and the Ballarat and District Model Railway Club. Apart from the Ballarat layouts and Modrail, there were contributions from Castlemaine, Bendigo, Corio, Camperdown, Mount Gambier and the Fingerbone, Deadwood and Lizard Creek. So, you city slickers, you needn't think you are the only people who can model railways. Ballarat provided six layouts, and displays from the local branch of the Hornby Collectors, the Tramways Preservation Society and live steam from the Society of Model Engineers. ARHS and the Castlemaine and Maldon Preservation were also represented. One interesting thing was the much greater proportion of N gauge exhibited compared with Melbourne. But then, I'm biased. Never mind, trains of all scales and gauges are fascinating. Ask the ARHS and Castlemaine Maldon.

Those of us who made the trip were given a very warm welcome. We needed it, I might add. I was born and bred in Ballarat, but I haven't been so cold since I left in 1937! Brrr. And Steve Lloyd motor cycled up each day. That's dedication for you.

The layout behaved itself in the main, but the comment about shortage of rolling stock made elsewhere applies to operation at exhibitions also. Nevertheless, there were some very long trains running during the silly hour on the last afternoon, and I believe Corio has issued a chal-



Graeme Nitz, Bob Marsden, Robert Blackley and Manfred Ebinger at the Ballarat Exhibition over the Queen's Birthday weekend.

Photo by Roger Lloyd

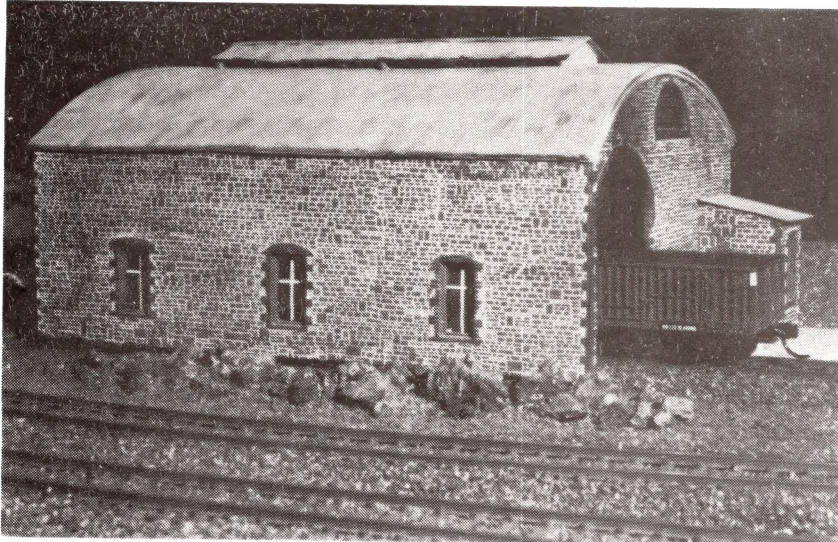
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enge to be settled during their exhibition next January.

The new AMRA jackets were given their first airing at the exhibition, and drew favourable comments.

So, congratulations to Ballarat for an excellent exhibition; thanks for the invitation to participate and the hospitality, and thanks to Graham Nitz, Rob Blackley, Bob Marsden, Roger and Steve Lloyd, Frank Sherrin, Dave Brown, Manfred Ebinger for transporting, setting up, manning and taking down the layout.

Ron Thomas

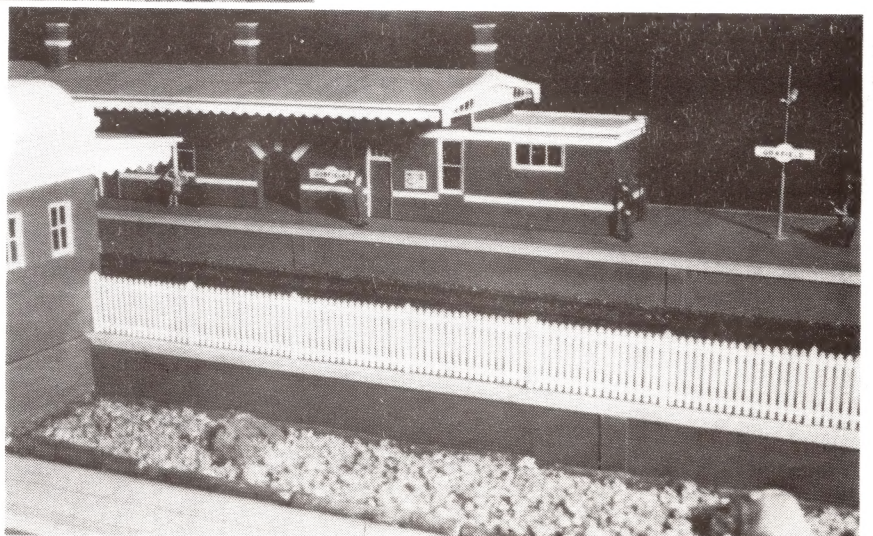


Former member Peter Eisenhut built this goods shed, seen here on the Victorian Branch Modrail HO layout.

Photo by Roger Lloyd

The station buildings of Gorfield on the Branch's Modrail layout.

Photo by Roger Lloyd





These photographs show scenes on the Branch Modrail HO layout.

1 The desolate farmhouse constructed by Walter Hintenberger.

2 The afternoon sun sets on the hill and farmhouse module constructed by Roger Lloyd.

3 A V/Line van at the goods shed.

4 The engine shed module constructed by Roger Lloyd.

5 The Merv Symes Fuel Distributor's shed constructed by Owen Ely.

Photos by Roger Lloyd

